

Draft Oregon Bicycle and Pedestrian Plan - All Public Comments Received (11/13/15 - 2/18/16 @ 5p.m.)

***DISCLAIMER* comments are verbatim from source**

Received	Method	Name	Comment
11/13/2015	Letter	Gerik Kransky Noel Mickelberry Jerry Norquist Kari Schlosshauer Jenna Stanke Marmon Dan Thorndike	Letter as Attachment 1
11/16/2015	Email	Mike Gilliland	<p>I applaud this effort to provide such a comprehensive plan, and appreciate the opportunity to comment.</p> <p>First, as a local cyclist in the Portland area, I have a couple comments to provide.</p> <p>When traveling on the roads I would like to see more requirements and enforcement for construction sites to provide access and protections to temporary street closures and barricades for both bicycles and pedestrians (including ADA accesses). Street permit requirements should be stronger to require flagging, barricading, re-routing, and lane directives to coordinate all users. This may have to extend to definitive re-routing or effective and safe detouring.</p> <p>I see many signs of positive consideration at construction projects, but the auto access seem to be the central issue to re-routing traffic, and the streets have to be accessible to the most vulnerable users when safety is compromised by construction activities.</p> <p>Second, in reviewing this report, I would like to see reference to other users that are present in these urban street environments: Physically challenged users; Skateboarders; Segway users; pedal surreys; and charity group events (periodic pathway closures). The multi-use nature of the streets and bikeways need a comprehensive definition for safe use extending beyond cars, bicycles and pedestrians.</p> <p>Again, thanks for this opportunity to get my cycling ruminations voiced beyond the confines of my bike helmet!</p> <p>Mike Gilliland Registered Landscape Architect</p>

11/17/2015	Email	Julie Clayton	<p>Hello,</p> <p>I just browsed through the .pdf document of the Oregon Bike/Ped Plan. http://www.oregon.gov/ODOT/TD/TP/BikePed/DraftPlan_PublicReview.pdf Excellent!!! However, on pages 8, 11, and 20 the bicyclists are NOT wearing helmets. And on page 48, the picture is much too dark.</p> <p>Thank you, Julie</p>
11/22/2015	Email	Gary Clemnet	<p>ODOT, I ride road bikes in mostly Union and Baker County when I am here in the summer. My experience in Union County especially is, NO ONE knows the series of laws around "Safe Passing" ORS 811.065, Unsafe Passing of a Person Operating a Bicycle/Safe Distance. Please do what ever you can to "INFORM" the drivers of Union, Baker and Wallowa Counties "How to Pass a Bicycle "SAFELY" in Oregon.</p> <p>It is my experience that many drivers are unaware of the need and law to pass bicycles at a safe distance on narrow country roads. Some drivers seem to see walking or riding a bicycle on roads and streets as proof of being "other", and thus a threat to there way of life. Many times I have been "squeezed" or "buzzed" by drivers intending to scare me off the road or threaten harm. Once I was stopped and threated with a beating if I did not get off the road. This criminal behavior has occurred on roads designated as "Scenic Bike Ways". I am respectful of motor vehicles and follow both law and courtesy but, the illegal behavior continues unabated.</p> <p>Oregon State Highways 237 through Pyles canyon, Union, Cove and La Grande and 203 La Grande to Medical Springs are among the most threatening. Highway 82 Elgin to Joseph is just dangerous by virtue of very high speed traffic and very narrow shoulders on it's many blind curves. I can only imagine how difficult these roads will become if the proposed speed limit increased form 55 mph (which no one observes or enforces) to 65 mph (which will mean 75 or 80 mph by most drivers) is enacted. Think Safety.</p> <p>Again, NO ONE seems to know bicycle safety law in North East Oregon, including much of the biking community nor county law enforcement officers. Please do what you can to keep us safe NOW!</p> <p>I feel education by and for law enforcement would help as well as a campaign by ODOT to inform the public through news paper articles and public announcements on local radio and TV. It seems to me this safety problem is mostly an issue of "clash of cultures", which will be remedied in time by demographic changes in rural North East Oregon. But for now, many thousands of visiting and local road bikers are in peril. Please Help NOW!</p> <p>Gary 541-663-6683</p>
12/02/2015	Email	Rick Kappler	<p>Please make the horrible intersection of SW Beaverton-Hillsdale Highway / Scholls Ferry Road / SW Oleson Road / SW Dogwood Lane into a livable, walkable, and bikable intersection. Make it like something in Coppenhagen. I'm sick of the crashes taking place there in the Raleigh Hills "town center."</p> <p>Also, TV Highway needs a bicycle and pedestrian path alongside the railroad tracks. Floating painted bike lanes are not enough on that deadly highway. Four people have died on that suburban highway this year.</p> <p>Rick Kappler 5690 SW Mayfield Place Portland Oregon 97225</p>

12/02/2015	Email	Mike Coleman	<p>Concerning the OR Bike and Ped Plan, here are some refinements to consider:</p> <p>Page 16. The “Walk Score” illustration is hard for me to understand. Perhaps add the “so what” message it is meant to convey.</p> <p>Page 28. “Commute to Work” needs interpretation. How do the other 68% get to work? 65-75% of the 32%, or the 100%? Perhaps add the “so what” message it is meant to convey</p> <p>Page 33. Goal 1: Safety lacks any policy on advancing “operational” responsibilities while cycling and walking. Strategy 1.2C kind of gets to it by specifying the distribution of materials to promote safe behavior and to teach the rules of the road. But what about advancing the responsibility and skills to keep bikes in good repair, to use lights and reflectors, to dress appropriately, to wear helmets?</p> <p>Page 35. Policy 1.3 is too Safe Route to School-specific. By 2040, SRTS should be done. Consider other destinations in need of safe routes. Parks? Playgrounds? Community Centers?</p> <p>Page 36. It seems like all the policies under Goal 2: Accessibility and Connectivity only focus on connecting facilities and filling in gaps. What about accessing destinations? When and how will these newly-connected facilities lead to actual destinations. Perhaps add a policy that gets to the goal/priority of getting peds and bikes between actual destinations. Don’t just fill a gap because there is a gap. Fill a gap because it will connect worthwhile origins and destinations that don’t connect right now.</p> <p>Page 40. Add “maneuverability” to “...maintain appropriate freight carrying capacity.” This is pretty profoundly important given the stories of turning trucks crossing the paths of bicyclists and pedestrians.</p> <p>Best of luck as you finish up the Plan.</p> <p>Mike Coleman</p>
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12/03/2015	Email	Michael De Blasi	<p>These are my comments for the draft bike/ped plan.</p> <p>The plan is too focused on what should be done and not what shall be done. Far too often, communities like Portland and Eugene, which have a critical mass of bike & ped advocates, push their local governments and the State to provide robust infrastructure to support biking and walking. However, many communities in the State are run by people trapped in the autoist mindset and see bicyclists as recreations lists and pedestrians as someone too poor and without political power to care about. Consequently, the State has to lead them to building better non-car infrastructure. This can be accomplished by dictating level of service and safety that must be provided for bicyclists and pedestrians.</p> <p>ODOT also has the ability to improve bike/ped infrastructure by making the decision to no longer fund road capacity increases. If communities around the State realize that ODOT will no longer fund and build more roads to serve auto-dependent development then they will realize that they will be financially responsible for supporting their bad decisions. A great example of this is hwy 62 in Medford. The highway has been widened over the past 70 years from a two lane country road to a wide high speed highway. At the same time Medford has chosen to allow auto-dependent development to be built further and further away from the urban core. Now traffic is so bad on the highway that a new by-pass is being designed. If 50 years ago, ODOT had said to Medford that we will not widen this road and we will not allow more than a few points of ingress/egress, then the level of use would be only marginally higher than it was 70 years ago. Then Medford's urban core would be thriving and the surrounding land would still be rural. And the bike and pedestrian infrastructure would be well-developed and highly used.</p> <p>ODOT and other State agencies also need to coordinate better. DLCD needs to tell all Oregon communities that Urban Growth Boundaries will only be allowed to expand when they have exhausted their land base with the UGB, including in-fill and redevelopment. There are many communities who claim they need to expand their UGB, and pay a consultant to give them that answer, just because they want to build more auto-dependent development that just creates more demand for auto infrastructure.</p> <p>If ODOT takes these two steps, communities and developers will know from the beginning that autoist development will not be acceptable. Land use will be more compact, the number of bicyclists and pedestrians will dramatically increase and the quality and safety of the bike/ped infrastructure will dramatically improve. And it will not cost the State any money. In fact it will save the State money because it will not have continually rising costs to build and maintain more roads, will have fewer accidents and deaths and will result in higher tax per acre revenue. Then these feel good paper exercises will be unnecessary.</p> <p>One more comment, why are all the public meetings in Portland, Albany and Springfield. If this is a statewide plan then the meetings should be held throughout the State, including the State Capitol.</p>
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12/06/2015	Email	Alan Acock	<p>Oregon is ahead of most states in providing a positive opportunity for biking and walking. As a bicycle rider, I appreciate this and this is part of why I live here. That said, here are some frustrations I have.</p> <ol style="list-style-type: none"> 1. On rural roads where there is not a paved shoulder, my understanding is that cars are legally required to give us at least 3 feet when they pass, even when this requires crossing a center line. I have no sense that the public is aware of this. I also have no sense that the police are aware of this. I know of no police citations even though I must say that I am crowded on virtually every ride by one or more cars/trucks. I appreciate that enforcement would be challenging, but the lack of knowledge/enforcement is a serious problem for riders. 2. The white lines on the edge of bike lanes are often faded/worn out. This is obviously because cars are riding over the lines. There must be little understanding that cars should not ride on or over the lines and there must be very little police enforcement. At the very least, there should be regular checking and re-painting of the lines. 3. In Corvallis, there are many stop signs that are on quiet streets for the purpose of traffic taming. When a bicyclist stops there are two problems. One is it is a pain to start going again and more importantly, there is a higher risk of falling while starting than with normal riding. This is a special problem for the elderly riders. Rolling stops for bicycles (with yielding for the right of way) should be legalized. 4. Corvallis has more parking than most towns I visit in Oregon, but we need much more bicycle parking throughout the state. Covered parking is nice where it exists given our weather. However, bicycle lockers would be wonderful and reduce the serious bicycle theft problem as well as protecting bicycles from the weather. 5. Corvallis has hundreds of bicycles stolen each year. I heard one year it was 300. If we had this number of auto thefts the police would make this a major enforcement issue. For students and people who do not have insurance, the loss of a bicycle may be as serious a problem for them as the loss of a car for others—especially when the bicycle is their only or primary transportation. It is not a matter of a bicycle costing less than a car when it is your primary method of transportation to work/school/shopping. A study of how much police effort goes into each car theft compared to each bicycle theft might be revealing. Similarly a study of how the judicial system treats a theft of a car versus a theft of a bicycle might be revealing. 6. I've not forgot pedestrians, but the state has. "Light pollution" has been seen as a problem and to solve this problem, street lights have been redesigned to focus on a small spot at the intersection. The consequence is that between intersection there is total darkness. There are two problems with walking in total darkness. One is that any small irregularity in the sidewalk can result in a fall—especially for elderly. Second is that personal safety is at risk. The old lights made it harder to see stars at night, but the old lights made it much safer for pedestrians. <p>Alan Acock 3106 NW Harrison Blvd. Corvallis, OR 541-760-0914</p>
12/06/2015	Email	John Erkkila	<p>Gentlemen</p> <p>i have reviewed the multimodal cycle plan for the state of Oregon and concur with the concept. The Scandanavian countries already have such plans in place and function effectively.</p> <p>I strongly support the concept and recommend that all new highway construction be designed with the concept of multimodal transport, i.e. cycle and pedal. it is only reasonable in our effort to provide alternatives to fossil fuel transport.</p> <p>John Erkkila</p>

12/09/2015	Email	Robert Williams	<p>Walk/bike plan review Email to ORBikePedPlan@odot.state.or.us, Alex Phillips, Joel Hirsch.</p> <ol style="list-style-type: none"> 1. It is hard to evaluate 1/7 of the pie without seeing the rest of the plans. 2. For instance I notice an expected 23% reduction in car use and 20% more Bike/Ped. So I would expect funding for car infrastructure to be reduced at least 23% and B/P funding increased 20% Is that the case? Why not, your own data demands it. 3. Walk scores > 70 yield increased revenue for land owners. Certainly this could also be a source of revenue for B/P. But perhaps a more effective way to encourage this would be a tax on facilities that score <70. 4. The medical benefits indicate rolling \$ from OHP and related medical funding to B/P would yield far greater effects, on the order of 100:1. What are we waiting for? 5. The section on safety doesn't address the relative injury/fatality rate for B/P vs car occupants. The numbers may surprise. 6. Gaps in B/P infrastructure can be easily resolved be introducing gaps in car infrastruture. This is a preferred result, as indicated by GHG standards and #2 above. Or more directly, "To fix the problems created with a particular level of thought requires a higher level of thought. You can't fix current issues by doing more of the same." An example: When addressing a choke point where there isn't room for both requested auto access and B/P, the current solution is for ODOT to shrug their shoulders and state, "Well we have to have the roads." That's upside down, the kind of thinking that got us into the sorry mess we now have. The correct solution is, ODOT shrugs their shoulders and says, "We have to have B/P connectivity. They cars can go around." "ORS366.215 – No Reduction of Vehicle-Carrying Capacity." is an example of the backward thinking that must be reversed. IF you improve B/P efficiency, and reduce car/freight efficiency the market will respond in the desired direction. 7. Lack of cohesive infrastructure standards can be managed the same way it has been done for cars. Fed and state agencies impose and enforce strict rules for development. <p>I have not provided detailed analysis of the actual plan. In my view, the public input should be at the conceptual, goal setting level. Implementation, operational details are best left to the professionals.</p> <p>I am available for consultation, conversation or other input to this program.</p> <p>Robert Williams robertbw@rwtechservices.com 541-740-4705</p>
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12/10/2015	Email	Ian Stromquist	<p>To whom it may concern,</p> <p>First, I wish to thank the Oregon Department of Transportation for attempting to resolve the serious short-falls in our State-wide transportation system for cyclists and pedestrians. I recognize that this is a challenging issue with a great variety of opinions and stakeholders. All proposed 'solutions' come with great financial and non-financial costs.</p> <p>That being said, I wish to voice my disappointment after reading the draft 'Oregon Bicycle and Pedestrian Plan'. The document contained no concrete action proclamations beyond a commitment to identify, categorize and map transportation problem areas. The document goes on (in detail) to describe how guidance will be given to partner agencies. There is also extensive rhetoric regarding future changes to construction codes and future funding sources; however, no commitment to accomplish change now.</p> <p>I am a strong supporter of the planning objectives outlined by the 'Vision Zero' philosophy (which has been successfully adopted by other agencies around the world). It is unfortunate that the draft 'Oregon Bicycle and Pedestrian Plan' only references this philosophy rather than adopt those objectives.</p> <p>In order to achieve actual safety improvements for both pedestrians and cyclists in Oregon, I wish to propose one simple guiding principle objective for the Oregon Department of Transportation:</p> <p>From this date forward, all new construction, and/or maintenance of existing infrastructure (including striping, paving, lighting, signals, etc.) shall only be done if the finished product meets the 'Vision Zero' objective for all current and projected future users (including pedestrians and cyclists). This shall also include work done by partner agencies (benefiting from Oregon State financial support or on State-owned infrastructure).</p> <p>I recognize that this will significantly increase the operating costs at the Oregon Department of Transportation (and all other transportation agencies in the State). However, the benefits of lives saved must be factored into the cost of doing business. Without making these changes, we are only perpetuating a system that is broken.</p> <p>The Oregon Department of Transportation should be commended for successfully achieving its outdated goal to get automobiles from A to B as fast and efficiently as possible. However, it is time for a new goal: we need a 'Vision Zero' transportation system that is functional and safe for all. The system now functions for automobiles; let's make it functional for pedestrians and cyclists too.</p> <p>Regards, Ian Stromquist, REHS/RS Environmental Health Specialist 1121 8th St. Hood River, Oregon, 97031</p>
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12/10/2015	Email	Alan Kessler	<p>To Whom It May Concern:</p> <p>I would like to offer my comments on the recently published Bicycle and Pedestrian plan. ODOT needs a radically different policy approach to bicycle and pedestrian facilities, and this plan should boldly and clearly lay out how it aims to improve this critical infrastructure throughout the state. The present draft is anemic, and too loose and non-specific to drive policy. Please revise the draft, and take into account the following considerations:</p> <ul style="list-style-type: none"> •We need to know where we are today if we intend to chart a course for change in the future. The current plan does not have an adequate inventory of the bicycle and pedestrian network and its shortcomings. Specifically we recommend that ODOT borrows its own Region 1 Active Transportation Needs Inventory and Assessment. This tool provides an excellent process and example, and should be replicated statewide. •We need clear, spelled-out policy that puts safety first. Creating safe streets for people walking and biking requires narrower travel lanes, slower vehicle speeds, more physical protection, more sidewalks and bike lanes, and savvy and comprehensive public education. Nowhere in the plan language is this direct and well-understood approach to safety made into policy. •We need a way to evaluate choices. Too often our modes are pitted against each other when it comes to each project. We call on ODOT to include true Multimodal Level of Service performance measures in the context of the Oregon Bicycle and Pedestrian Plan. This plan should commit resources to developing this approach and include policy ensuring its adoption. •We need a comprehensive plan that reflects a complete network of Oregon’s desired bicycle and pedestrian facilities, including roads owned and maintained by ODOT. We call upon an update to the functional classifications of ODOT facilities incorporating 2015 conditions in order to accurately reflect Oregon’s commitment to improved bicycle access on specific streets. •We need a clear stated commitment to transportation equity that will ensure people of color, low income communities, and those who cannot or do not drive a private vehicle have access to safe walking and biking infrastructure. It is our assessment that a more thorough treatment of Oregon’s commitments regarding racial equity is required in this plan. Title VI of the Civil Rights Act and Americans with Disabilities Act legal requirements should be the baseline for this plan and policy language should reflect our state’s commitment to go beyond the baseline to create truly equitable outcomes for our transportation system and all Oregon residents. <p>Best Regards, Alan Kessler 2725 SE 36th Ave Portland, OR 97202</p>
12/14/2015	ODOT Region 1 Open House Written Comments		<p>Chapter 3 - Sounds good, but the devil is in the details, which I haven't had time to review.</p> <p>Chapter 4 - Not a lot about funding, save for the huge table in the back. Frankly, I am not enough of a wonk to have much of a clue about potential sources of funding for projects.</p> <p>Chapter 5 - No idea what PM #5 is :) sorta wish the performance metrics in this chapter were better fleshed out - is this literally all you'll measure? (I hope not...) but it's a good start. How far did I have to bike to get somewhere? About how much air pollution did I ingest? These things vary but it'd make a fuller picture.</p> <p>Other - 4:30-6p is not a great time for those of us who work downtown and live out here - hard to get to 82nd before 6pm. A little later hours would be good. Enjoyed the location, however.</p>
12/14/2015	ODOT Region 1 Open House Written Comments		<p>Chapter 3 Policies and Strategies - Be clear about who is implementing, e.g. 2.3A - guidance to whom? What about cities who know sidewalk repair best practices? I like 3.2D a lot! All Goal 3 strategies seem good. 5.2A needs to be beefed up - develop and follow guidance, perhaps?</p> <p>Chapter 4 Investment - This is hard to understand because you present different scenarios based on funding availability - not something I can weigh in on.</p> <p>Chapter 5 Implementation - Table 4 performance measures: I like #3/safety ~% of safety, but I'd like that to more explicitly overlap with youth/minority/disabled/non-male populations. Overall, I'd like if this section explicitly linked back to the goals.</p> <p>Other - Goal 5 why no reference to racial disparities? (outside of the blue box, which does not seem to be part of the goal) Urban/suburban/rural is more about balance/consistency than equity. It should be that racial/economic, even age consideration come in first, or this goal will be too weak.</p>

12/14/2015	ODOT Region 1 Open House Written Comments		<p>Chapter 1 and 2 Benefits/Issues/Opportunities - I agree with the importance of walking and biking reflected in the benefits identified in chapters 1 and 2.</p> <p>Chapter 3 Policies and Strategies - My only concern regarding policies and strategies would be how transparent decisions will be regarding how these policies and strategies will be used.</p> <p>Chapter 4 Investment - More investment in biking and walking please.</p>
12/14/2015	ODOT Region 1 Open House Written Comments		<p>Other - I am concerned about access to the open houses. In Multnomah County, the highest areas are much farther east (think 181st and Powell). Also, ending at 6:30 PM makes it hard for working folks to attend. It seems employee schedules and convenience may have been prioritized over hearing multiple, accessible open houses in Region 1.</p>
12/14/2015	ODOT Region 1 Open House Written Comments		<p>Chapter 1 and 2 Benefits/Issues/Opportunities - Every ODOT street should have two car lanes removed and expanded sidewalks and protected bike lanes (cycle tracks) added. All urban roads should be designed for a 20 mph speed.</p> <p>Chapter 3 Policies and Strategies - Endorse NACTO and Vision Zero</p> <p>Chapter 4 Investments - Increase gas tax be \$1/gallon divert funding from road widening projects to ped and bike infrastructure. Add tolls to all highways.</p> <p>Other - Every ODOT controlled road is a miserable experience if you are not in a car. ODOT needs to completely flip their priorities to ensure the safety of people walking and riding bikes.</p>
12/14/2015	ODOT Region 1 Open House Written Comments		<p>Chapter 1 and 2 Benefits/Issues/Opportunities - The benefits of biking are clear. I believe safety is the biggest issue and should be the primary concern. Jurisdiction is an important issue - if you are writing generalize guides because the plan is for the whole state perhaps ODOT should allow local entities more control.</p> <p>Chapter 3 Policies and Strategies - Endorse vision zero. Strategies are great but vague ideas are not saving lives. I hate fearing for my family's life everyday, hoping my husband survives his commute. Strategy 1.1F is great! Help drivers learn to take responsibility. *Speed is the most important issue because of how it impacts safety.</p> <p>Other - In general, ODOT roads (Powell, Lombard, 82nd) are unsafe. Richmond parents don't want to send kids to their assigned school for fear of crossing Powell. Posted speed limits may not easily change, but allowing designed speed reductions (street tress, narrower lanes, etc) will save lives. Speed should be the primary concern. The answer is no longer do a study, people are dying - take action.</p>
12/14/2015	ODOT Region 1 Open House Written Comments		<p>Chapter 1 and 2 Benefits/Issues/Opportunities - Vision zero is the goal.</p> <p>Chapter 3 Policies and Strategies - Require no turnaround for busy intersections! Reduce speed limits on shared streets. It is very scary biking on busy streets. Would love protected/buffered bike lanes like on Multnomah by the Lloyd Center.</p> <p>Chapter 4 Investment - Wider bike lanes/protected bike lanes. Connections between thorough fares.</p>
12/14/2015	ODOT Region 1 Open House Written Comments		<p>Chapter 3 Policies and Strategies - Require intersection design that forces cars to come to a full stop before turning right, so drivers must yield to pedestrians and cyclists in crosswalks. Crate maximum speed limits of 25 mph in urban areas to allow cyclists to use existing bike lanes.</p> <p>Chapter 4 Investments - Design state facilities with bike lanes for slower travel speeds (25 mph) to increase usability of bike lanes and decrease cyclist and pedestrian fatalities.</p>

12/15/2015	Meeting	OBPAC	Note: ODOT staff met with the Oregon Bicycle and Advisory Committee. A formal letter has not been received but is anticipated.
12/15/2015	Online Open House	Luke Norman	<p>As jurisdictions will implement the Bicycle and Pedestrian Plan through their TSPs (p. 77), it would be helpful for the plan to provide stronger guidance on safety to meet the goals of reducing deaths and casualties and increase safety. For example, the policies lined out under Goal 1 should provide strong standards on key safety components, like maximum needs near areas with high potential users like retail, residential, and educational institutions. If as the plan states 80% of collisions at over 40 mph result in a fatality, then the plan needs to restrict speed limits to meet safety goals.</p> <p>Additionally, the state can be a leader for local jurisdictions by requiring and installing infrastructure that supports safety for all users like separated facilities and protected bike lanes. Unfortunately, current unprotected bike lanes that on state roads with high speeds and wide lanes limit to use for many potential riders, especially youth and senior citizen populations that the plan wants to promote through its equity goals.</p>
12/16/2015	Online Open House	Terry Parker	<p>Motorists pay user fees in the form of vehicle registration fees along with state and federal gas taxes to fund the infrastructure they utilize. Truckers in Oregon pay in the form of weight per mile taxes and federal fuel taxes. Transit riders pay a minimal amount with transit fares that cover mere 25% of operating costs. Boaters pay to license their boats. Campers pay overnight fees in state parks and day use/parking fees are assessed at parks like Rooster Rock State Park in the Columbia Gorge.</p> <p>Hundreds of millions of dollars are being spent on bicycle infrastructure in Oregon. Hundreds of millions of dollars more are proposed in urban area comprehensive plans. Since the majority of statewide transportation funding comes from motorist paid gas taxes (local, state and federal) along with other motorist paid taxes and fees; and since there are no user, license or registration fees assessed on bicycling, one less driver on bicycle is one less transportation taxpayer helping to pay for the transportation infrastructure they utilize.</p> <p>It should also be noted that nearly 10% of today's jobs nationwide - most of them well paying family wage jobs - are directly related to the auto industry.</p> <p>Given shifts in the transport mode utilization split; social engineering and old school socialistic taxation that siphons off gas tax revenues and places the burden of paying for alternative transport modes on the backs of motorists is completely outdated and obsolete for a new sharing economy. Gas tax revenues and other motorist paid taxes and fees should not be used as an on the house ATM for specialized alternative infrastructure.</p> <p>In that user fees are a part of and a common way for to pay for what most of us individually utilize in everyday life; and instead of continuing to extort taxes paid by motorists and continuing to allow bicyclists to freeload off of the taxes and fees other people pay; to establish equity, transparency and help balance transportation taxes and user fees, adult bicyclists need to start paying a significant monetary share for the specialized infrastructure they utilize and want. Sharing the road must require sharing financial responsibility with adult bicyclists paying for the bicycle infrastructure including bike lanes, bicycle greenways and making accommodations for bicycling at intersections, but not necessarily the streets and roads they ride on that are primarily for motor vehicles.</p> <p>Finally, a significant part of this or any bike plan must be to engage all Oregonians (not just bicyclists) in an open conversation about establishing transportation tax equity for all modes whereby the users of the alternative modes pay a proportionate share for the infrastructure they utilize. The bottom line here is that equity requires that bicyclist paid user, license and or registration fees must be part of any Oregon Bicycle Plan.</p>

12/17/2015	Email	Mark Wigg	<p>Ms. Lyons, The only reports I can find for the bike-ped program on the ODOT website are from 2010. What are the current performance measures for the program and how is the program doing on meeting these? How can we make informed comments on the proposed bike/ped plan when we have no context for how the plan is changing and how the last plan performed?</p> <p>Mark Wigg p 503 588-2524 c 971 600-6607 POBox 831 Salem OR 97308</p>
12/21/2015	Email	John Frewing	<p>Dear Reviewers,</p> <p>I think you have developed a conceptual plan for bikes and peds in Oregon, but have left out any teeth to make it happen. Just look at the verbs you have chosen for strategies and policies (enhance, plan, promote, etc). With these verbs, nothing will get done. Be specific and set state standards for ODOT and cities and counties.</p> <p>My comments:</p> <ol style="list-style-type: none"> 1. I am amazed that you didn't use the book "Walkable City" by Jeff Speck to develop your plans. Published in 2012, it compliments many things in Portland, but points to problems which exist statewide. Please review it before finalizing your state plan. The table of contents hints at its specificity: Ten steps to Walkability, The Useful Walk, Put Cars in their place, Mix the uses, Get the parking right, Let transit Work, The safe walk, Protect the pedestrians, Welcome Bikes, The comfortable Walk, Shape the Spaces, Plant Trees, The Interesting Walk, Make Friendly and Unique Faces, Pick Your Winners. 2. Your history of bicycles is honestly quite brief. Look on the internet under Governor Geer, Oregon to see a bit about bicycling in the 1890s. He had the first statewide bicycle plan approved by the Legislature. 3. Give some more specificity to DLCD and LCDC as to what you expect to see in local plans for land use. Make some policy. What is the minimum acceptable committment by cities? 4. Sidewalks are often more a hazard than a help. Here is a subject which you can provide some details on, including minimum width (often obstructed by poles, tables, etc) and responsibility for repair. Give examples if you cannot mandate. <p>I appreciate your work, but try harder.</p> <p>Sincerely,</p> <p>John Frewing 1300 NE 16th Ave Apt 1104 Portland, OR 97232</p> <p>gkjfrewing@gmail.com 503-280-2511</p>

12/23/2015	Email	Dave Moore	<p>For an early draft this is well done.</p> <p>I have one "however"; for those of us dependent on public lands for our bike access, we are missing the elephant in the room. At present, the USDA, especially the Forest Service, blocks out huge parcels of land from access by bikes. This is probably a function of overly zealous "environmentalists", the back pack lobby, and other well meaning, but poorly informed public officials.</p> <p>One of our major goals should be unlocking access to a ALL public (USDA and ODF controlled) forest trails and roads to bikes. I find at least seven places that this sub-goal could be inserted (2.2, 2.4 add an f, 2.5 add a c., 4.2, 5.3, 9.1 and 9.2).</p> <p>Dave Moore Pine Valley Ranch Explore the Wilder Side of Oregon PVRancher@gmail.com</p>
12/29/2015	Online Open House	Shawwna Hormann	<p>I feel as those this plan could be more be inclusive of people of all ages and abilities. This does briefly address the aging populations, but more references to those who use a wheelchair and need amenities to improve walkability for people with vision barriers would be nice to see as well.</p> <p>Also, the health of children is highly important, as is their safety, more mention of those would be nice. As childhood obesity continues to rise, there needs to be safe places for them to be physical active (safe parks, maintained sidewalks, bike places, cross walks, bike and walking trails, etc).</p> <p>I live in a rural area in Oregon (Douglas County) where there are high rates of poverty and Chronic Disease. Because our county is so large, active transportation is very lacking, and definitely contributes to the chronic disease rates in the area.</p>
1/4/2016	Email and Letter	Oregon Environmental Council	Letter as Attachment 2
1/6/2016	Online Open House	Yashar Vasef	<p>Why is there no strict plan for a Vision Zero type benchmark? I don't see any specifics about funding sources. This is the typical pro-bike language without substance that I am sadly becoming accustomed to seeing from ODOT. How can you put out a plan like this, and then coerce the city of Portland to remove a bike lane on SE 26th near Powell? If SE 26th does not meet the standards set in this book, the logical thing to do is to get it there rather than remove bike infrastructure altogether. It is by far the flattest north-south road in the entire area. Your decision will reduce the multi-modal nature of the area. All I see between this document here and your actions is utter hypocrisy.</p>

1/6/2016	Email	Al Levit	<p>I am writing to support the inclusion of the currently designated French Prairie Bridge (FPB) crossing the Willamette River in Wilsonville. This is proposed as a bike, ped and emergency vehicle only structure.</p> <p>Briefly, here are several reasons for my support: There are now three ways for bike riders to cross the river – the Boone Bridge on I-5 in Wilsonville, the Canby Ferry about 8 hilly miles to the east and SR 219 in Newberg about 14 miles to the west using Wilsonville Rd. which is dangerous for biking. (SR 99 E & W are congested, not pleasant and dangerous to bike as alternatives.) The FPB will provide for a safe crossing for bike riders from the heart of the metro area to the Willamette Valley. Tourism will benefit by this connecting of the bike trail system (Ice Age Tonquin Trail, Fanno Creek Trail, etc.) to the Willamette Valley Scenic Bikeway enabling visitors to reasonably travel from PDX all the way to Eugene.</p> <p>The residents of the Charbonneau District of Wilsonville will benefit from the FPB by being able to safely walk and bike to the rest of the city. This is an equity issues as they now need to make a safe connection only by driving.</p> <p>Additionally, closure of the FPB due to frequent stopped traffic, accident or disaster effectively isolates the residents of Charbonneau and Aurora from quick emergency response from the TVF&R station in Wilsonville. When minutes count the FPB can be a life saver.</p> <p>Thanks, Al Levit</p>
1/11/2016	Email	Gerald Breazele	<p>Dear ODOT,</p> <p>After reviewing the Draft Oregon Bicycle and Pedestrian Plan I have the following comments:</p> <p>Goal 2: Accessibility and Connectivity, Policy 2.6. This policy, as written, excludes rural communities from proposing or getting financing for regional trails that could connect with other communities, provide access to employment, government centers, parks and other important destinations. The requirement that the regional trail serve a population base of at least 35,000 virtually excludes any rural community in the State of Oregon!</p> <p>This requirement also conflicts with Goal 3: Mobility and Efficiency, Policy 3.2, Strategy 3.2C.; Goal 4: Community and Economic Vitality; and especially Goal 5: Equity.</p> <p>Please remove the requirement for regional trails to serve a population base of 35,000. This will ensure that rural communities have equal access to funding and consideration for their local transportation needs.</p> <p>Sincerely,</p> <p>Gerald Breazeale PO Box 365 Irrigon, OR 97844 (541) 256-0059</p>

1/11/2016	Email	Shawn Barrett	<p>To Whom It May Concern:</p> <p>I am happy to see that the state is prioritizing the safety of cyclists and pedestrians! After cycling in Europe for 6.5 weeks, I have realized that we as a nation have a LONG way to go. It is exciting that Oregon is taking a step in that direction. As a cyclist, I am most concerned about safety. I commuted 8 miles to/from work and was forced to ride on Hwy 99W for half that distance every morning. With cars zooming past me at 60+ miles per hour, I was constantly aware of how vulnerable I was. I have been hit by a car and survived it, but the safety of cyclists is paramount. I believe that wherever possible, the greatest safety of cyclists will come from having separate lanes/paths for cyclists and cars. I love that you have provided more cycling/pedestrian lanes on Hwy 34 near Corvallis! There is no comparison between a 2 ton vehicle and a 200 lb cyclist. They don't belong on the same road. Some cars may share the road, but many do not.</p> <p>Please, wherever possible, provide cyclists and pedestrians with their own path!!!!</p> <p>Thank you!</p> <p>Shawn Barrett</p>
1/12/2016	Email	Michelle Owen	<p>The population restriction for funding Regional Trails under policy 2.6 is inappropriate. Smaller communities in rural areas deserve an opportunity to compete for this funding. Please consider removing the population restriction of 35,000 people and open the funding up to all communities.</p> <p>Thank you.</p> <p>Michelle Owen Michelle Owen Director of Public Works City of Baker City 541-524-2031</p>
1/12/2016	Email	Scott Lindberg	<p>Good afternoon, Savannah. This email is to follow up on our quick chat from this morning regarding the minimum requirements for bike and pedestrian improvements. Specifically, I've been trying to determine whether or not sidewalks and/or bike lanes are required to be provided along both sides of an urban street. The 2012 Oregon Bicycle and Pedestrian Design Guide states, for instance, that "Bike lanes should always be provided on both sides of a two-way street" (at 1-11) and "Sidewalks should be located on both sides of the intersecting local streets" (at 6-22, describing design of highway interchanges), and "Sidewalks should always be provided on both sides of bridges where pedestrian use can be expected" (at 4-7). Information I reviewed from the FHWA seems to imply that pedestrian facilities are to be installed along both sides of a street unless it causes undue burden on the municipality, and financial burden alone is not sufficient grounds to vary that requirement.</p> <p>Could you provide a little insight on that and if it might be addressed in Oregon's new Bike and Ped Plan? Thanks for your help.</p> <p>scott</p> <p>Scott Lindberg Grants Specialist City of Grants Pass (541) 450-6000</p>

1/12/2016	Email	W. Blair Larsen	<p>Hello, Most of the plan is wonderful, and I applaud the state of Oregon for drafting it and seeking to improve bicycle and pedestrian options for Oregon Citizens.</p> <p>However, the plan should really be called the I-5 Corridor Bicycle and Pedestrian Plan. Under this plan (policy 2.6), all of rural Oregon would be excluded from any funding. Creating a state plan that only focuses on communities with a population of 35,000 or more ignores most of the communities in the state, and reinforces the belief of many citizens in Eastern Oregon that the State of Oregon only cares about the Willamette valley.</p> <p>W. Blair Larsen City Manager</p> <p>City of Stanfield 160 South Main Street PO Box 369 Stanfield, Oregon 541-449-3831</p>
1/12/2016	Email	rickster97801@yahoo.com	<p>You people seem to be living in some utopian world in a galaxy far, far away. Our streets are falling apart and you seem to think that the needs of the few, and I mean very few, outweigh the needs of many. Why is it that you expect scarce tax money should be spent supporting nontaxpaying life styles of bike riders? Infrastructure improvements continue to suffer because funding continues to be spent on ridiculous projects that we in rural Eastern Oregon are forced to implement and then lack the funding to maintain.</p>
1/14/2016	Online Open House	William Searles	<p>The City of Umatilla's efforts at revitalization recognize the importance of working with other communities in the region to establish well-connected trails for bicyclists and pedestrians for many of the reasons discussed in the Oregon Bicycle and Pedestrian Plan, i.e., enhanced economic opportunities, safety, health, livability and others. The communities of Echo, Stanfield, Hermiston, Umatilla, Irrigon and Boardman have envisioned a regional trail connecting these communities along the Umatilla and Columbia Rivers but have primarily worked individually on developing sections of trails within their respective communities. Greater assistance will be needed to help all of these communities achieve a regional connected trail system.</p> <p>However, the criterion under Policy 2.6 that a Regional Path must serve "a population base of 35,000 or more along the entire length of the path. . ." would create an unfair and unnecessary barrier to helping make a regional path system in the area a reality. The PSU 2010 estimated population for all of these communities was 31,290. This criterion would virtually eliminate most of Eastern Oregon from qualifying or competing for future planning or development assistance. For this reason, we would prefer to see this criterion completely eliminated so that more communities can have a chance to qualify and compete based on the strength of their plans. At a minimum however, we would like to see this criterion reduced to a more acceptable figure of 15,000 to 20,000.</p> <p>Thank you for the opportunity to comment.</p> <p>Sincerely,</p> <p>Bill Searles Umatilla City Planner</p>

1/14/2016	Email	Gary Shaff	<p>Hi,</p> <p>I'm reviewing Section 3 of the Plan and couldn't find within the introduction to that section any definition or description of the differences between a goal, policy or strategy. I would presume there is some hierarchy but it is unclear which of the statements, if adopted by the Transportation Commission, would affect budget, project selection, design, or other Statewide, Region, District, metropolitan or local government decision. Please clarify.</p> <p>My understanding, given prior land use and transportation planning contexts, is that strategies serve as a listing of potentially viable ideas but have no binding affect on the programs and plans of ODOT, metropolitan or local governments nor do they serve as substantive criteria in the EIS process for transportation projects. That is in contrast to goals and policies which are "enforceable."</p> <p>Thanks, Gary Shaff</p>
1/19/2016	Email	Scott Lindberg	<p>Thanks, Sheila, for the information. Savannah's presentation to RVACT prompted my question, and a suggestion. I think it would be helpful for policy makers and local designers to know that the intent of ORS 366.514 is to provide safe and convenient access to non-motorized transportation facilities; as such, bicycle and pedestrian facilities need to be provided along both sides of an urban street when it is being constructed or reconstructed (of course, within the exceptions noted at 366.514).</p> <p>This issue frequently comes up when reconstructing an existing roadway from rural to urban standards, where more often than not, adjoining residents are opposed to the widening of their street. Often, to "keep the peace," so to speak, compromises are made to shift the roadway to one side of the right of way and provide a shared-use path on the other side, requiring pedestrians to cross traffic to reach the pathway. Sometimes we hear calls to not provide pedestrian and bicycle facilities at all, and instead construct a separate shared-use path in the same vicinity. Now, I think that is contrary to the intent of the Bike Bill, but am often at a loss when explaining that to others. A clear declaration in the new bicycle and pedestrian plan might be helpful in those cases.</p> <p>Thanks for your time and I appreciate your insight.</p> <p>scott</p> <p>Scott Lindberg Grants Specialist City of Grants Pass (541) 450-6000</p>
1/20/2016	Email	Cynthia Snow	<p>As supporters of Adventure Cycling and as frequent bicycle tourists in Oregon (Portland, Columbia River Gorge, Eugene, Seattle-to-Portland), we would like to see U.S. Bicycle Routes included in Oregon's proposed state bicycle and pedestrian plan. Having national bicycle routes significantly improves infrastructure for those of us who enjoy traveling by bicycle. As elders, we spend significant tourist dollars on our trips, since we stay in indoor accommodations and eat most of our meals in restaurants. We like Oregon, because it is already bicycle friendly, and adding part of a national bicycle route would make it even better.</p> <p>Cynthia Snow 323 Tappan St. Brookline, MA 02445</p>

1/20/2016	Email	Brian Dempsey	<p>I'm writing to support development of U.S. Bicycle Routes in Oregon. I hope that you'll include U.S. Bicycle Route development in your state bicycle and pedestrian plan. I'm retired and a member of Adventure Cycling. I live in Pennsylvania but I've enjoyed biking and traveling in Oregon. One of my daughters graduated from Oregon State and during that time I visited Portland, Bend, Corvallis, Astoria, and other locations several times. I'll be in NE Oregon this summer, touring biking with some friends in the Monument/Ukiah/Union/Sumpter area. My wife and I ride a tandem and someday we would like to traverse the country and we love Oregon and would like to include it on our route.</p> <p>Thanks you for your efforts on bicyclists' behalf!</p> <p>Brian Dempsey State College, PA bad5@psu.edu</p>
1/20/2016	Email	Criag Olsson	<p>Oregon Department of Transportation:</p> <p>I would like to see U.S. Bicycle Route development taking place in Oregon by including it in their proposed state bicycle and pedestrian plan. I am responding in response to ODOT's request seeking public comment on the plan. Let's add Oregon to the list of 23 states that have already designated U.S. Bicycle Routes!</p> <p>Thank you.</p> <p>Sincerely, Craig Olsson (Oregon native) 10105 Gish Avenue Tujunga, CA 91042 818 279-8082</p>
1/20/2016	Email	Stewart Holmes	<p>Please continue to add more bike routes to Oregon roadways, especially to roadways through scenic areas. We love to ride and do a lot in other states but have not found enough "safe" = wide bike lanes -- in the Cascades and throughout the more remote but scenic areas of Oregon. We know LOTS of people who would ride more in Oregon, as opposed to travelling to other states, if there were more routes.</p> <p>We would also love to have more WIDE bike lanes on some of the roads in the Willamette Valley so we wouldn't be scared of being run off the road by cars and esp. log and chip trucks during the week in particular, but also during the weekends.</p> <p>thank you</p> <p>Stewart Holmes 5888 SW Englewood Ave Corvallis OR 97333</p>

1/20/2016	Email	Julie Morris	<p>Dear ODOT;</p> <p>Please include U.S bicycle route development your proposed state bicycle and pedestrian plan.</p> <p>Making better connections and expanding the system to facilitate a higher use of active transportation in our daily lives is important.</p> <p>Developing more bicycle routes also increases tourism and both types of development help support and grow the bike industry of manufacturing and retail, which supports a lot of small business across the state.</p> <p>Thank you for your consideration.</p> <p>Julie Morris</p>
1/20/2016	Email	Steve Pensinger	<p>Please make it a priority to be a part of a national bike route system? What a shame if the beautiful state of Oregon was left out. And what a shame if Oregon was to loose the potential economic benefits that would come along with its participation. As chair of the Albany Bike and Ped Commission and a participant in Bike Oregon I am very aware of the financial benefits that come to cities/state when people travel by bike.</p> <p>Thank you, Steve Pensinger</p>
1/20/2016	Email	Karl Boehmke	<p>I am writing to urge Oregon to develop routes as part of the U.S. Bicycle Route. It should be part of your state bicycle and pedestrian plan. My family and I live in Washington. Last year we spent a week bicycling in Oregon. We would like to spend more time there in the future if suitable routes are identified.</p> <p>Karl Boehmke Pullman, WA</p>
1/20/2016	Email	Larry O'Reilly	<p>What a great state you have . Please work to tie you bike route plans with US Routes. It will be great professional help in the development stages. Best. Larry O'Reilly. Missouri</p> <p>Larry O'Reilly</p>
1/20/2016	Email	Jim Klinger	<p>Good Evening, I am providing my comments to you with respect to the Oregon Bike Plan.</p> <p>I was a volunteer at Visitor Center at Cape Perpetua just outside of Yachats on Highway 101. I am also an avid cyclist and go on tours around the country. As a person who greeted thousands of travelers from all over the world I would often have conversations where visitors would tell me there is no way they would ride in the Yachats area of 101. And these were cyclists from Holland, Germany, Italy and so on, people who had tremendous experience riding the roads of the world.</p> <p>Highway 101 is a great ambassador to the world for Oregon. The Hiker/Biker Campgrounds placed all along the length of the west coast provide unmatched accommodations in the bike touring world. The natural beauty of that ride is also unmatched.</p> <p>So I would encourage you to look at ways to improve the sections of Highway 101 to increase biker safety. Doing so would increase more local ridership of that road where I know currently locals do not ride there for fear of their lives. Share The Road signs are good, but not quite enough to promote biker safety.</p> <p>Thank you for taking comments for the new Oregon Bike Plan. Jim Klinger jimklinger1955@gmail.com 928 821 1058</p>

1/20/2016	Email	Mike Vergeer	<p>To Whom it May Concern:</p> <p>Please consider including the US Bicycle Route System (USBRS as proposed by the Adventure Cycling Association) as part of state plans for bike/ped programs. It would be great for our state!</p> <p>Thank you,</p> <p>Mike Vergeer Ashland, Oregon</p>
1/20/2016	Email	Allen Hancock	<p>Please include the U.S. Bicycle Route system in the final draft of the state bicycle and pedestrian plan! It will help Oregon become an even better destination for travelling cyclists. There's no reason not to.</p> <p>Thank you, Allen Hancock Eugene</p>
1/20/2016	Email	John Roullier	<p>Please add Oregon as one of 23 other states to have designated U.S. Bicycle Routes.</p> <p>Thanks Sincerely, John Roullier Philomath, Oregon</p>
1/21/2016	Online Open House	sue yocom	<p>I admire and enjoy what you are trying to achieve. that said, what I don't like to see is a designated bike route that has no shoulder. I think that no matter how little traffic uses a road, designated bike routes need to have their own lane. I realize how expensive it is but if you are advocating safety, then the route should be safe.</p> <p>Keep up the good work. It's such an uphill battle.</p>
1/21/2016	Email	Patricia Broom	<p>Please include U.S. Bicycle Route development in Oregon in the proposed state bicycle and pedestrian plan.</p> <p>Patricia Broom patbroom@gmail.com</p>
1/21/2016	Email	Tom Sisk	<p>I'm planning - and looking forward to - my bike trip through the northwest, including Oregon. Each state's maps of available bike routes is a major resource in my planning. I would hope that your office will choose to include all available routes, both state and federal, road and bike path, in your state maps. It is so very helpful to be able to access all the information in one site.</p> <p>Thank you for your consideration of my request.</p> <p>Tom Sisk Pittsboro, NC</p>
1/21/2016	Email	Mark Heim	<p>I understand you are investigating additional bike routes in Oregon. I've had the opportunity to do bike touring in your state and it was beautiful. I hope you continue developing additional bike routes and I'll be sure to come back and visit.</p> <p>Cheers,</p> <p>Mark Heim</p>

1/21/2016	Email	Greg Bonham	While I have enjoyed riding my bicycle through your wonderful state, i am quite convinced it would be improved if you would put more effort into establishing official bike routes. Greg bonham
1/21/2016	Email	Michael Neupauer	As someone heading to Oregon this year to do some bicycling, I would like you to develop your US Bicycle Route system. Oregon is my partner's home state, so we'll be back often. Thanks. Michael Neupauer
1/21/2016	Email	Clay Newburn	Oregon Department of Transportation: I request and would like to like to see U.S. Bicycle Route development taking place in Oregon by including it in yoiur proposed state bicycle and pedestrian plan. Clay Newburn
1/21/2016	Email	Joseph Bloyd	Part of a plan to reduce state and national reliance on fossil fuels should include development of US Bicycle routes in all states; particularly in Oregon where so many cyclists ride. State tourism is positively impacted by the bicycle touring/riding industry and will only be enhanced by providing creating clearly marked portions of a US Bicycle route. Thank you for receiving this comment, Joseph Bloyd
1/21/2016	Email	Brenda Woodard	Thank you for your good work on this draft plan. I appreciate the emphasis on safety, accessibility and interconnectedness. I have cycled throughout my 64 years of living in various parts of Oregon. My cycling has included commuting to work, daily exercise routes, day long recreational rides, and multi-week cycle tours. I would love to do even more cycling in Oregon but am increasingly drawn to other states (Wisconsin, Michigan, Iowa, Minnesota) and their rail-trails and dedicated bike lanes. Safety is the over riding concern based on my experiences in fast traffic and with impatient or careless drivers. So, please include in your plan the development of Oregon portions of the US Bicycle Route, separated bike lanes, and many more miles of routes! And keep up the great work! Brenda Woodard Curtin, Oregon
1/21/2016	Email	Cerena West	I would love to travel by bike instead of a car through Oregon as it is so scenic. The air is crisp and clean, and beauty abounds. Please add bike path to safely tour Oregon. Thank you, Cerena West Sebastopol, CA

1/21/2016	Email	Ryder Bergerud and Tana Jukes	<p>Being along routes such as the Pacific Coast cycle route, Oregon is already a destination for cycle tourists. As cycle tourists from Canada, my partner and I are planning two extended trips that will take us through Oregon, and know others who have or are also planning to. As cyclists who ride along highways, we appreciate having safe, wide, and paved shoulders that are marked for cycling use. This allows us to keep a safe distance from fast traffic, and lower traffic noise.</p> <p>While it is hard to plan a trip without highway riding, we prefer riding quieter roads. Signage that alerts motorists to cyclists' presence is much appreciated. When choosing a route to be a designated cycling route, consulting cyclists should be key. We have ridden a number of cycling routes that weren't actually appropriate for cycling due to degrading shoulders, being disconnected, and consistent poor road conditions.</p> <p>We look forward to seeing the beautiful state of Oregon soon!</p> <p>Ryder Bergerud and Tana Jukes</p>
1/21/2016	Email	Jim Harrison	<p>Many thanks to all those advancing the plan to this point. Undoubtedly the effort has been a big one, but the mission and goals are well worth it.</p> <p>Along with other types of riding, I enjoy distance bicycle touring including 2 across the U.S. and now 24 states. The states with good U.S. bicycle routes and signs are great aids to tourists such as myself. I would like to encourage the Oregon plan to include U.S. Bicycle Routes. I am not aware of any significant downsides to doing so and the addition would further many of the plan goals.</p> <p>Thanks, Jim Harrison Cottage Grove, Oregon Jim</p>
1/21/2016	Email	Dennis Howe	<p>I would like to see U.S. Bicycle Route development taking place in Oregon by including it in your proposed state bicycle and pedestrian plan. All of Oregon is important to me as I do bike touring throughout the state.</p> <p>Thank you, Dennis Howe PORTLAND</p>
1/21/2016	Email	Alex Marks	<p>ODOT,</p> <p>Let's add Oregon to the list of 23 states that have already designated U.S. Bicycle Routes!</p> <p>Thank you</p>
1/21/2016	Email	Thomas Armstrong	<p>I was on a committee for the Arizona portion of the USBR 90. I am looking forward to travel the US on by bicycle using these routs. I have been in Oregon once and would like to get to know it better biking on the USBR through Oregon.</p> <p>Thank you Thomas Armstrong</p>

1/21/2016	Email	Mark Thackray	<p>Hello,</p> <p>Thanks for publishing the Bicycle and Pedestrian Plan. In reading the plan it seems well constructed. I especially agree with Goal 2: Accessibility and Connectivity Provide a complete bicycling and pedestrian network that reliably and easily connects to destinations and other transportation modes.</p> <p>I would also like Oregon to join the United States Bicycle Route system. My wife and I have ridden the TransAm route across the entire United States, from Virginia to Oregon. Some of the states had the route well marked and it made touring easy, and welcoming. I would like to see adoption and inclusion in this a part of the Oregon Plan.</p> <p>Thanks, Mark Thackray</p>
1/21/2016	Email	Miki Stuebe	<p>We'd love to see U.S. State bicycling routes in Oregon. We cycled across Oregon in 2014 and it was our absolute favorite on our coast-to-coast bicycle trip. We support designated bicycle routes in Oregon. Please include them in your state plan. We'll come back!</p> <p>Thank you,</p> <p>Miki Stuebe Colorado</p>
1/21/2016	Email	True Sims	<p>Please add U.S. Bicycle Route development to your state bicycle and pedestrian plan proposal.</p> <p>I grew up in Portland and Oregon in the 60s and 70s and have participated in 7 Cycle Oregon rides. It would be great if you had some USBR in your plans.</p> <p>Many thanks, and thank you for all that you have already done to promote bicycling in Oregon!</p> <p>Cheers, True Sims</p>
1/21/2016	Email	Scott	<p>Please consider more bike lanes in Coos County!</p> <p>Thank you, Scott</p>
1/21/2016	Email	Jeff Levenson	<p>Please include US Bike Route development in your upcoming maps and publications. My wife and I do a lot of vacation riding in Oregon, and have attended many bike rallies there.</p> <p>Jeff Levenson Salt Lake City, UT.</p>

1/22/2016	Email	Rick Putnam	<p>Ladies and Gentlemen;</p> <p>Please join in developing the US Bicycle Route into your design plan. I love Oregon. I love to visit. I'd love to visit on my bike. Oregon is one of the most beautiful States in the country, and it's just MADE for bike touring. Oregon is probably the best State in the Union when it comes to listening to the citizenry. Please. It can only benefit your lovely State.</p> <p>Thank you for your time.</p> <p>Yours, Rick Putnam Californian, but a fan nonetheless Go Ducks! Go Beavers! Go Trailblazers!</p>
1/22/2016	Email	Jim Antidel	<p>Email Title: Build More Bike Trails</p> <p>Email Message: Don't stop now.</p> <p>Sent from miPad Jim Antidel & miPhone=360.903.4345</p>
1/22/2016	Email	Ken Dennis	<p>Adventure Cycling Association is suggesting that its members in Oregon pass along to you that the U.S. Bicycle Route System that they've been working on be included somewhere in the new OR Bike/Ped Plan. See the link attached: https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/</p> <p>I realize that Oregon has an extensive Scenic Bikeways Program. If Oregon can work with ACA on identifying existing highways into their system then Oregon will get national attention for out of state tourists.</p> <p>Ken Dennis</p> <p>"When I see an adult on a bicycle, I do not despair for the future of the human race." --H.G. Wells--</p>
1/22/2016	Email	Jeff McMeekin	<p>I would just like to add my voice to those seeking to include U.S. Bicycle Route development in the proposed state bicycle (and pedestrian) plan.</p> <p>regards Jeff McMeekin 3876 NE Glisan St Portland OR 97232</p>

1/22/2016	Email	Ken Riddick	<p>Dear Sir,</p> <p>My name is Ken and I am a cyclist. I belong to the Adventure Cycling bicycling org. I will be visiting Oregon in the next few years and will be cycling in and around Oregon. I am requesting that you will implement the U.S Bicycling route in Oregon for safety and convenience and the benefits of the tourism industrty. If implemented, many more cyclists will be drawn to your state.</p> <p style="text-align: center;">Thank You Ken Riddick 2690 Helton Drive Morganton,nc 28655 kriddick@directus.net 828-584-2539</p>
1/23/2016	Email	Carol Moorehead	<p>Please support U.S. Bicycle Route development by including it in the proposed Oregon state bicycle and pedestrian plan.</p> <p>Thank you, Carol Moorehead Sisters, Oregon</p> <p>"The greatest good we can do for others is not to share our riches but to reveal theirs." Unknown</p>

1/23/2016	Email	Thomas	<p>Hi. I'm looking through the online open house. I wish I could say I wasn't frustrated enough with prior contacts with ODOT related to pedestrian issues and TV Hwy in Hillsboro to take the time to read the entire plan, but it's pretty long. Could you help me find the best places to put these comments? [I realize during rereading that I'm saying a lot, venting, and asking relatively few questions. So if you want to use this feedback, that's great too!]</p> <p>Equity - I see here this is used in terms of different minority communities but two things seem to be missing to me - that those with disabilities should not be at a disadvantage using pedestrian facilities comes screaming to mind. In addition, equity, to me, suggests that pedestrians shouldn't have to do more to use the transportation system than drivers - example: to cross TV HWY I have to push a button. If a pedestrian has pushed the button on the other side of the street, I can't cross unless I push the button on my side too. I also have to push the button BEFORE the light turns green for the street along which I'm walking. If it's not pushed BEFORE, I have to wait through an entire green and red before I can cross legally. (Most people ignore the crosswalk signs at this point and just cross which increases risk of an accident and injury - so we need to take actual behavior into account).</p> <p>Drivers aren't required to be at an intersection BEFORE a light turns green - only pedestrians are. This penalizes pedestrians. It's not fun standing on the side of the highway waiting for multiple lights at multiple intersections (at one place in Hillsboro, pedestrians have to push four separate buttons just to get across TV HWY!) especially in the rain with trucks and buses whizzing by a couple feet away.</p> <p>Citizen Involvement - Where are citizens encouraged to be involved in project planning other than through local governments (cities and counties)? It's pretty clear not all local governments care about bike and pedestrian facilities, so they cannot be relied upon to illustrate need when projects are planned. If local citizens had been notified during the TV Hwy Paving Project planning, many impediments and dangers to pedestrians could have been avoided. It was a horrible mess and really screwed up my life and a neighbor friend was injured and no one at ODOT cared! (And for what? Faster moving vehicles that make it harder to cross TV Hwy and the project probably contributed to the closure of our neighborhood grocery store. So better road means I lost my independence, but no one in government cares about things like that.)</p> <p>Urban/Rural - really, there needs to be a difference between urban and rural standards. If a state highway project is within an UGB, then sidewalks and bike access should be a mandatory inclusion. If this affects the ability to build roads, so be it. It's frustrating being run off the road because some drivers don't think bikes and pedestrians have a right to move around!</p> <p>Construction Impact - can the plan include language about treating pedestrians/cyclists the same as motor vehicles during construction impacts? Again, an example from the TV Hwy Paving Project - sidewalks were completely closed to pedestrians for blocks while driveways had signs "Business Open During Construction". In other words, the only way to get to medical facilities along TV Hwy was by walking overland, in the highway, or in a vehicle. Thus, emphasis was given to vehicle access and pedestrian access was considered unimportant.</p> <p>No idea where to put this - Another problem as I saw it was the contractor's use of transit stops as staging areas. Yes, gravel, machinery, etc was stored in bus stops across the street from a hospital</p>
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1/24/2016	Email	Dan Kraushaar	<p>To whom it may concern</p> <p>I was born and raised in Oregon and have bicycled in many places. However there were few dedicated bike routes. With this email I would like to urge you to identify dedicated bike routes throughout Oregon and include them in Oregon's bicycle and pedestrian plan. It would increase safety, bring in tourists to the state, encourage healthy lifestyles and provide an alternative to cars.</p> <p>Thanks for your consideration</p> <p>Dan Kraushaar Dlkraushaar@gmail.com</p>
1/25/2016	Online Open House	Anonymous Coward	<p>It's great to see an organization like this doing such very important work!!</p> <p>We live in the Garden Home area (near Scholls Ferry Rd and Nichols Rd.). I would love to see work done on Scholls Ferry to include a pedestrian sidewalk as well as drainage.</p> <p>Thanks,</p> <p>Concerned Citizen</p>

1/25/2016	Email	David Bollom	<p>Hello,</p> <p>I am writing in support of you including a U.S. Bicycle Route as part of your state planning. I cycled your coast back in 2007 and absolutely loved the route, the parks, the towns and the state (well not the logging trucks so much). I would like very much to return one day and cycle much more of Oregon. A U.S. Bicycle Route plan for the state would likely help me to make the decision to return sooner, rather than later. Thank you for considering bicycles and bicyclists in your planning.</p> <p>David Bollom Adventure Cycling Member</p>
1/26/2016	Email	Robert Dauphinais	<p>Good morning,</p> <p>I read the plan and I can say it is very good plan. You have done a hell of a good work</p> <p>The challenge will be to execute it and Track-IT to make sure the investments are made in conformity with the plan.</p> <p>Education is the key work, bikers, pedestrian & drivers need to be educated permanently.</p> <p>Respect is also VERY important. Our societies are changing and the citizens need to be aware about that, they are part of the changes.</p> <p>Robert Dauphinais robertdauphinais@videotron.ca</p> <p>205, rue Demers Beloeil, Qc Canada J4G 4Y6</p> <p>Tél : 450 467-7800 Cel : 514 824-7184</p>
1/26/2016	Email	Paul Steger	<p>Greetings,</p> <p>I'm not sure what all is involved, but it seems on the face of it that our state involvement in the U.S. Bicycle Route development might not only benefit Oregon bikers, but pedestrians as well as bring more tourist dollars to the state.</p> <p>Thanks for considering, Paul Steger Portland, OR</p>

1/27/2016	Email	Daniel Brandtner	<p>Hello,</p> <p>Can Oregon be the 24th state in the country to have a designated U.S. Bicycle Route? If so, that would be great! It would be beneficial to the citizens of Oregon to see U.S. Bicycle Route development taking place in Oregon by including it in the proposed ODOT state bicycle and pedestrian plan. Let's add Oregon to the list of 23 states that have already designated U.S. Bicycle Routes!</p> <p>Take Care,</p> <p>Daniel Brandtner Portland, Oregon</p>
1/27/2016	Email	Jennifer Reynolds	<p>I would like to see you include U.S. Bicycle route development in your plan. Thank you.</p> <p>Avid cyclist.</p>
1/27/2016	Email	Rudy Owens	<p>Dear Sir or Madame: I attempted to review the plan. Thanks for inviting public comment. I am a lifelong biker, walker, and road user. I have been hospitalized multiple times being hit by cars while biking when sharing roads, including in Portland. I have seen well-run systems in Denmark, Germany, Netherlands, Sweden, Australia, and parts of Canada--all of which has significantly fewer deaths and injuries because of a well-funded, well-designed, and safe infrastructure for bikes and people who walk or use other nonmotorized means. I understand what a well-funded, well-planned bike network looks like and how it can be funded. What I don't see here is a road map that gets us there.</p> <p>What I saw was a technical document that failed at the most basic level to communicate with the public except those who are transportation planners. If that was your intention, you have succeeded. Well done! This is language that means, well, very little, except that bike and ped goals and funding are subservient to funding the promotes gas-powered vehicles: "The Oregon Bicycle and Pedestrian Plan provides a decision-making framework for walking and biking efforts in the State within the context of the overall transportation system." The words "decision-making framework" actually don't mean anything? Did you have a communications person try to edit this for you? Do you mean the hashing out of a Transportation Budget in Salem by lawmakers? This is not clear.</p> <p>You fail to show what you are doing and why it matters to all Oregonians in the first page of your communications. Why should I care if you can't make that clear right away.</p> <p>This document is intended primarily for college educated, upper income wonks. You make no effort to have this relevant to any other audience. If you want their input, you have to broaden your efforts. Ask yourself, do you care about views beyond this cohort?</p> <p>Your visions statement doesn't really tell me if we are setting aside a specific level of funding (5%, 10%) for systems other than roads. I see no clear target for a clear reduction in deaths of pedestrians and cyclists. I see no clear target for building separate corridors for bikes. When you get specific, it's in your appendix: "The costs for bicycle, pedestrian and trail projects in the 2014 Regional ATP Table 10 (page 13-172), titled "Estimated years to implement 2014 projects by mode, based on historic annual levels of federal and state capital transportation investments" shows that active transportation projects will take 208 years to implement based on the annual average investment of \$10 million in state and federal funds. If you factor in the needs included into Metro 2014 Regional ATP the total need for bicycle and pedestrian capital in Table 5 is approximately an additional \$1 billion."</p> <p>So if these are the hard numbers, what goals will make that 208 years of implementation reduced to an understandable time frame? Where are the SMART goals?</p> <p>So mainly, try to make a 2 to 4 page document. Say exactly what comments will do. Say exactly what, if anything, the "plan" will do. Be clear in lay language. Then spell out SMART goals. Without those, I really couldn't care less about the planning exercise that has no teeth. Right now I don't feel engaged. This isn't the best way to really do something. This remains a transportation planner's exercise right now and not much more, from what I see.</p>

			<p>Mainly, get some help making this accessible to real people. Please! Thanks for your consideration.</p> <p>Sincerely, Rudy Owens, MA, MPH Portland, OR</p>
1/28/2016	Email	Doug Parrow	<p>Thank you for the presentation of the draft Bike/Ped Plan. The draft plan represents a significant step forward in converting our existing motor vehicle oriented system into a true multi-modal transportation system. For too long, bicycling and walking have been marginalized during project planning in favor of motor vehicle mobility. For example:</p> <ul style="list-style-type: none"> - Throughout the discussions of the Willamette River Task Force of which I was a member, the focus was on finding a project design that maximized motor vehicle mobility. While I was assured that bike/ped facilities would be added later and would meet standards, this is clearly inadequate. By delaying the design of bike/ped facilities until after the design of motor vehicle facilities, the mobility and safety of bicyclists and pedestrians is sacrificed. - The Chemawa Interchange was reconfigured a few years ago to provide for opposing turn lanes running the full length of the overpass. These length of these lanes is clearly unnecessary as the cue rarely exceeds 4 or 5 motor vehicles. In the course of providing this extravagant accommodation for motor vehicles, the bike lanes were narrowed to less than standards, and they are commonly filled with debris and standing water pushing cyclists too close to high speed motor vehicle traffic. - I was recently told by an ODOT official that the Kubler interchange project is a motor vehicle project, rather than a bike project when I expressed concern about the impacts of the design on bicycle passage over the freeway. Clearly, there is a continuing perspective that motor vehicle mobility must be maximized and only after that is accomplished will others' needs be considered. <p>Page 21 of the draft should clearly reflect the fact the virtually all roads, and particularly rural roads, are shared facilities. The shoulders on many of these roads are narrow or non-existent, and will be for the foreseeable future. Regardless of whether there are wide shoulders on the roads, ORS 814.430 indicates that cyclists should ride to the right of the travel lane, not the paved surface. The fact that all roads are shared facilities is an important fact to acknowledge because the roads design standards that ODOT and other jurisdictions have used for years have enabled excessive speeds and have created a sense of entitlement amount many motorists. ODOT must take strong action to mitigate this if we are ever going to have a safe, multi-modal transportation system.</p> <p>The discussions on pages 9 & 14 should be strengthened to reflect the need for strong, mitigative action for ODOT's past and continuing treatment of bicyclists and pedestrians as problem children who only impede motor vehicle travel. The Oregon Bicycle Bill was passed nearly 40 years ago. Since then, ODOT has installed needed bike lanes and sidewalks along barely half of the urban highways that divide communities and seriously impede non-motorized traffic and the standards used for those facilities are clearly inadequate as illustrated by the continuing pedestrian deaths including the recent slaughter of an entire family in a signalized intersection in Springfield.</p> <p>On page 33, strengthen strategy 1.1F to include consideration of a reduction in posted speed limits on any roads where the existing configuration is inadequate for multi-uses. There are many rural roads where a motorist traveling at 55 mph is undoubtedly violating the basic rule. Yet the posted speed limit reinforces that motorist's recklessness and sense of entitlement to the detriment of every other user of the road, including bicyclists, operators of farm equipment, and anybody else, who as a result of circumstances, is in the road.</p>

			<p>On page 35, strategy 1.2B should be strengthen to reference ORS 811.065 and to include enforcement of this little-known law. To date, enforcement of this law has been grossly inadequate with less than 20 convictions reported to DMV as of recently. I've had more motorists pass me illegally on a single ride. The Transportation Safety Division has make excellent movement away from its historic blame-the-victim approach, but more needs to be done to gain motorist compliance with the laws protecting bicyclists and pedestrians.</p> <p>On page 40, strategy 3.2A should be strengthened to ensure that bicyclists and pedestrians are considered at each step in the planning process to ensure that their safety and mobility are not sacrificed in favor of motor vehicle mobility.</p> <p>On page 42, modify strategy 4.1D to include an evaluation of DAS's siting policy. If the recent new ODOT and ODFW office locations are in compliance with this policy, then it clearly is inadequate.</p> <p>On page 43, add a strategy to implement the US Bike Route system. This is a nationwide system of bicycle routes that has been accepted by state transportation officials. Nearly half of all states are working on this effort. It is an embarrassment that Oregon, ostensibly a bike-friendly state, is a non-starter rather than a leader in the effort.</p> <p>For too long project planners have viewed bicyclists and pedestrians as obstructions to their sole purpose of increasing motor vehicle mobility and have done whatever was necessary to shunt them out of the way regardless of the effects on their safety or mobility. Many of the investments identified in the plan are nothing more than needed mitigation for ODOT's past and (to a significant extent) continuing road planning and construction activities. Most of them could undoubtedly be completed be forgoing any one of the flyovers that ODOT has recently constructed while crying poverty. I dearly hope that ODOT takes an aggressive approach to strengthening and implementing the Bike/Ped Plan before I end up in the grill of some motorist whose perspective that they should never have to operate their vehicle at a speed of less than 10 mph over the posted speed has been enabled and encouraged by ODOT.</p> <p>Doug Parrow via iPad 503.931.0588</p>
01/28/2016	Letter	Robert Cortright	Letter as Attachment 3
01/29/2016	Online Open House	Ryan Cappel	<p>I rode my bike down the Pacific Coast in 2014, and I liked the roads in Oregon for riding bikes. The shoulders were wide and smooth. I think there are a lot of out-of- state cyclists that ride this route every year, and the signs were good along the route.</p> <p>Some off-street paved bike trails might be nice in a few places, especially if they would avoid some of the hills. :) The first place I would look into is connecting Cape Arago State Park with W. Beaver Hill Rd. (SouthWest of Coos Bay, OR)</p> <p>ODOT should have a vision to connect the major cities of Eugene, Salem, and Portland by an off-street, paved bike trail. Maybe even Astoria. We have long distance ones here in Ohio, and they are great. If you build it, they will come. Connecting the bike paths that already exist is an important thing to work on as well. People won't get hit by cars, trucks, and RVs if they are separate and it is a safety improvement.</p> <p>It looks like a good plan, nice work!</p>

01/30/2016	Online Open House	Jim Kahn	For Health Policies, The plan seems to focus on Health benefits that extend life expectancy. Fighting obesity, diabetes, weight management, etc. But there are some studies and articles showing cardio exercise helps with ADD/ADHD disorders in some instances.(see Riding is My Ritalin @Bicycling.com, Some studies are cited.), are there other disorders, also does exercise such as bicycling and walking help with psychological problems?
01/30/2016	Online Open House	Lonnie Martinez	I would ride my bike more often if I knew that I could securely store my bike when I get to a destination such as work, shopping dr appts etc. I am currently subscribed to Bike Link. I have found it to be secure and safe. I use it a lot. Please devise a similar system at many different hubs much like we do for parking garages. We would get more "vehicles" aka bikes in a smaller space. Having an attendant may help if we need a "parking structure" for popular destinations.
01/30/2016	Email	Karl MacNair	To whom it may concern, I think this plan is a great step in the right direction but believe that there are some areas that could be improved: <ol style="list-style-type: none"> 1. The plan needs a better assessment of existing conditions, on par with other Oregon Statewide plans and in line with FHWA recommendations. 2. The plan should place a high priority on filling in gaps in the existing network. The bike and ped network is drastically under built compared to other modes and the top priority should be completing it so that bicyclists and pedestrians can get where they need to go safely. 3. The second priority after filling in gaps should be creating safer and higher quality facilities that are wider and better separated from vehicle traffic. 4. The plan should stress providing savvy and comprehensive public education about biking and walking. Both rules and tips for staying safe should be known by all Oregonians and we need to start that education immediately. 5. Both the Oregon Transportation Options Plan and the Oregon Freight Plan include maps of current service areas, levels of coverage, and anticipated demand for each mode and topic plan. A similar approach should be incorporated in the Oregon Bicycle and Pedestrian Plan. 6. What I would ultimately like to see in Oregon is an infrastructure that connects cities across Oregon with off-street paths that parallel all major state highways and freeways. When one arrives in a town or city there should be adequate sidewalks, bike lanes, paths, etc for peds, bikes, rollerbladers, scooter riders, wheel chair drivers, and others without automobiles to access businesses, public transit, parks, and other services without obstruction. This is a matter of equity. We need to provide people without a car, whether by choice or means, truly equivalent facilitation. We have made it exceptionally easy to access any corner of the state by auto, but have not considered other modes. It is time to provide equal access. Thank you, Karl MacNair Medford, Oregon Bicyclist, pedestrian, driver, and engineer
02/01/2016	Email	Edward Gunderson	Speed calming measures should be considered for roads where there are no parallel bicycle/pedestrian routes. An Example is Hwy. 99 between Cottage Grove and Eugene. Motorists use Hwy 99 as a high speed commute even though I5 is available. Speed calming down to 35 mph would discourage commuters, reducing traffic and greatly increase safety for the non motorized. This situation must exist on many roads in the state. Be sure to use design design standards that accommodate tricycles and velomobiles which are becoming more prevalent. Rumble strips are a severe hazard to most two wheel recumbents and two wheel forward trikes. A Cycle Can Get You There http://www.ridetoride.net Ed Gunderson 593 A Street Creswell, Oregon 97426 541 895 4487

02/01/2016	Email	Gayle MacNair	<p>To whom it may concern,</p> <p>I think this plan is a great step in the right direction but believe that there are some areas that could be improved:</p> <ol style="list-style-type: none"> 1. The plan needs a better assessment of existing conditions, on par with other Oregon Statewide plans and in line with FHWA recommendations. 2. The plan should place a high priority on filling in gaps in the existing network. The bike and ped network is drastically under built compared to other modes and the top priority should be completing it so that bicyclists and pedestrians can get where they need to go safely. 3. The second priority after filling in gaps should be creating safer and higher quality facilities that are wider and better separated from vehicle traffic. 4. The plan should stress providing savvy and comprehensive public education about biking and walking. Both rules and tips for staying safe should be known by all Oregonians and we need to start that education immediately. 5. Both the Oregon Transportation Options Plan and the Oregon Freight Plan include maps of current service areas, levels of coverage, and anticipated demand for each mode and topic plan. A similar approach should be incorporated in the Oregon Bicycle and Pedestrian Plan. 6. What I would ultimately like to see in Oregon is an infrastructure that connects cities across Oregon with off-street paths that parallel all major state highways and freeways. When one arrives in a town or city there should be adequate sidewalks, bike lanes, paths, etc for peds, bikes, rollerbladers, scooter riders, wheel chair drivers, and others without automobiles to access businesses, public transit, parks, and other services without obstruction. This is a matter of equity. We need to provide people without a car, whether by choice or means, truly equivalent facilitation. We have made it exceptionally easy to access any corner of the state by auto, but have not considered other modes. It is time to provide equal access. <p>Thank you, Gayle MacNair Medford, Oregon pedestrian and driver</p>
02/03/2016	Letter	Scott Dalton	Letter as Attachment 4
02/03/2016	Email	Michael Kuntz	<p>Hello, friends!</p> <p>I'd like to see U.S. bicycle route development taking place in Oregon by including it in the proposed state bicycle and pedestrian plan. I'm a native Oregonian currently living in New York. I've experienced and used the routes here in New York State, and they are amazing for cyclists. Because of developments like these, I've lived in and explored many states without ever owning a vehicle. (I'm 31. Mom is so proud.) I'll be moving back to Oregon this summer, and I look forward to keeping up with any developments in this arena.</p> <p>Thanks so much! Michael R. Kuntz</p>
02/03/2016	Online Open House	Trinity Peacock-Brodie	<p>I think this plan is a great step in the right direction but believe that there are some areas that could be improved:</p> <ol style="list-style-type: none"> 1. The plan needs a better assessment of existing conditions, on par with other Oregon Statewide plans and in line with FHWA recommendations. 2. The plan should place a high priority on filling in gaps in the existing network. The bike and ped network is drastically under built compared to other modes and the top priority should be completing it so that bicyclists and pedestrians can get where they need to go safely. 3. The second priority after filling in gaps should be creating safer and higher quality facilities that are wider and better separated from vehicle traffic. 4. The plan should stress providing savvy and comprehensive public education about biking and walking. Both rules and tips for staying safe should be known by all Oregonians and we need to start that education immediately. 5. Both the Oregon Transportation Options Plan and the Oregon Freight Plan include maps of current service areas, levels of coverage, and anticipated demand for each mode and topic plan. A similar approach should be incorporated in the Oregon Bicycle and Pedestrian Plan. 6. What I would ultimately like to see in Oregon is an infrastructure that connects cities across Oregon with off-street paths that parallel all major state highways and freeways. When one arrives in a town or city there should be adequate sidewalks, bike lanes, paths, etc for peds, bikes, rollerbladers, scooter riders, wheel chair drivers, and others without automobiles to access businesses, public transit, parks, and other services without obstruction. This is a matter of equity. We need to provide people without a car, whether by choice or means, truly equivalent facilitation. We have made it exceptionally easy to access any corner of the state by auto, but have not considered other modes. It is time to provide equal access.
02/04/2016	Letter	Metro	Letter as Attachment 5

02/05/2016	Email	Carolyn Cooper	<p>Thank you for the comprehensive plan. We must continue to look forward and realize that getting around on bikes, on foot, and with mass transit are essential for our future. Living in a small city in Eastern Oregon, I am interested in how ODOT can work with cities on improving bicycle and pedestrian facilities. Winter is a particularly difficult time, with minimal road clearing and consequent dangerous conditions for those of us who choose to live without a car. Education continues to be hugely important for getting people to see "alternative" transportation as being every bit as important as the status quo of individual car ownership and routine single-occupancy vehicle travel. I would like to see "car-free" days through our main streets on occasional weekends. Several communities I have lived in previously have had these and they are amazing community builders (and it's great for the local businesses too).</p> <p>Thanks for the opportunity to provide comments. Carolyn Cooper</p>
02/05/2016	Email	Dane	<p>Howdy, A major priority should be putting complete biking and walking facilities on highways like Northeast Lombard, Southwest Barbur and Southeast Powell. This needs to be explicitly stated in the plan so that there can be no more question about the future of Portland's transportation focus. Thanks, Dane</p>
02/06/2016	Online Open House	Scott Hillson	<p>This bicycle and pedestrian plan is an insult to every citizen in Oregon. It is a step back from the 1995 plan, and fails to meet even federal standards. The plan should specifically outline complete biking and walking facilities on Barbur and Powell, and outline, specifically, complete biking and walking facilities on other roads including highway 43. If ODOT can't muster a plan for these currently horrible facilities even on paper, relinquish control to all roads with in the cities of Portland, Lake Oswego, and West Linn.</p>
02/06/2016	Online Open House	Spencer Bushnell	<p>I am writing to express my support for increasing safety on our roadways. I take issue with this plan however. It restricts access to cultural and social centers for those walking and cycling. Historically, ODOT has done a poor job of planning for all types of road users. This plan needs to accommodate commute trip access for pedestrians and cyclists AND motorists. It is inadequate to eliminate access to roads when a path is nearby. The end trip needs to be considered as well. The caveat in the following clause is misleading and I fear that it will enable ODOT to exclude pedestrians and cyclists from urban social centers. ODOT needs to plan for all, not just the trucking industry and private motorists. ODOT can provide access for all users. Please do so.</p> <p>"Strategy 2.1A: Provide direct connections, when possible and safe, for bicyclists and pedestrians. Strategy 2.1B: When local planning processes have, in consultation with ODOT, deemed a local parallel route as desirable to the state highway, ODOT will work with the jurisdiction to support the development of the parallel route and assure access to destinations along the state highway.</p>

02/06/2016	Online Open House	Timur Ender	<p>Please include maps of the active transportation corridors, routes. Metro's active transportation plan should be included in this plan. I find it difficult to understand how and where this plan will be implemented if there are no maps.</p> <p>The plan should call out changing patterns, demographics, and needs. Many baby boomers are seeking to age in place and desire safe biking and walking facilities. Proximity to a bike path may be more desirable to a greater proportion of the population than proximity to an interstate.</p> <p>Please set up a list of funding priorities so that as funding becomes available, politicians and staffers have specific projects that funds can be directed to.</p> <p>The plan should incorporate biking on freeways/interstates as this is legal outside of the Portland metro area. It should suggest signs to remind motorists of the presence of bikers on interstate highways. It should also take into account the needs of cyclists when designing, improving, and maintaining ODOT controlled rights-of-way (interstates, tunnels, rural roads, etc.).</p> <p>Part of the plan should be an inventory of missing links.</p> <p>Areas around train stations (Amtrak) and areas with high density in urban cores should be specifically called out in the plan as places where safe bike infrastructure should be prioritized due to presence of tourists who are visiting and the greater likelihood that people in these areas may not have access to cars.</p> <p>There should be an inventory of best practices and where biking and walking are currently popular.</p> <p>Finally, the plan should address orphan highways and state facilities in urban environments and should suggest ideas for how safe walking and biking facilities will be implemented on streets such as Barbur, Powell, Lombard, etc. (These are ODOT controlled streets that are in Portland). Placing biking facilities on nearby streets is not how to incorporate biking. There should be plans to put protected bike lanes on these streets and remove travel lanes if necessary (to reduce crash rates & improve safety). If cars can safely travel on both interstates and adjacent roads, bikes too should have the ability to travel on ODOT owned arterial and side streets.</p>
02/06/2016	Email	Geoffrey Bartol	<p>I would like to see the U.S. Bicycle Route development taking place in Oregon by including it in your proposed state bicycle and pedestrian plan. thank you</p> <p>Geoffrey Bartol 70 SW Century Drive 100154 Bend, OR 97702 docoty@gmail.com</p>
02/07/2016	Email	Amy Love	<p>Please support bicycle routes in Oregon.</p> <p>Thank you, Amy Love</p>
02/08/2016	Email	Chiquita Rollins	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Chiquita Rollins 5725 NE 17th Avenue Portland, OR 97211</p>

02/08/2016	Email	Art Sather	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E:</p> <p>Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>I feel that connecting Oregon to a US Bicycle Route System will draw out-of-state and international visitors, providing a substantial economic benefit and promoting a positive image.</p> <p>Thank you, Art Sather</p>
02/08/2016	Email	Ken Reid	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>I actively support a safe and planned bicycle transportation system in Oregon. I've seen the positive effects within urban traffic and rural economics (ie. Tourism).</p> <p>Thank you, -Ken Reid</p>
02/08/2016	Email	Robert Warren	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p>
02/08/2016	Email	David Klug	<p>To the Bicycle and Pedestrian Plan, please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thanks, David Klug – Beaverton, OR</p>
02/08/2016	Email	Barbara Billman	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p>
02/08/2016	Email	Gent Mende	<p>Dear Sir or Madam,</p> <p>In order to promote cycling nationally and in Oregon in specific, please add the following on page 42, under strategy 4.2C, or as additional strategy under 4.2E: "Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System."</p> <p>Thank you,</p> <p>Gent</p> <p>Gent Mende Senior IS Trainer Providence Health & Services</p>

02/08/2016	Email	John Etter	<p>Hello Oregon Transportation Planners,</p> <p>Could you provide a copy of the draft Oregon Ped-Bike Plan to me electronically by return email? If it needs to be shared as a printed copy my address is:</p> <p>John Etter 2211 SW Park Place #302 Portland, OR 97205</p> <p>My interest is seeing safer connectivity for intercity travel. Some places are already fairly good. Other desired routes are treacherous.</p> <p>Thank you.</p> <p>John Etter</p>
02/08/2016	Email	Rob Dines	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p>
02/08/2016	Email	Pat McManus	<p>Hello Oregon Committee charged to improve trail and roads for people on bikes and foot.</p> <p>My husband and I are avid bike riders. We have traveled to Europe several times and our favorite country to visit was Denmark. In Denmark we experienced an incredible Nation-wide bike trail network, which was most of the time independent of roads or side-by-side roads but on distinct asphalt paved multi-use trails so we felt safer than we ever feel riding in the USA, including Oregon. This network of bike routes allowed the rider to travel almost anywhere in the country by a connected routes - similar to how cars travel. We STRONGLY endorse the State's attempt to provide a Bicycle and Pedestrian Mode Plan for developing a similar network across Oregon. Still - we are not a state in isolation. There is a US Bicycle Route system. We suggest adding a sentence that indicates a need to coordinate with this Nation-wide system. Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/</p> <p>https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/faqs-for-planners/</p> <p>Most sincerely,</p> <p>Pat McManus 4535 NE Mason St Portland OR 97218</p>

02/08/2016	Email	Julie Schmelzer	<p>Dear ODOT,</p> <p>I'm writing to encourage you to add the following language to your draft plan:</p> <p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>In advance, thank you for your consideration.</p> <p>Regards,</p> <p>Julie A. Schmelzer Director of Administration Curry County, OR (541) 247-3253 www.co.curry.or.us</p>
02/08/2016	Email	Christopher Johannsen	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Christopher Johannsen chrisbjohannsen@gmail.com</p> <p>Cyclist and supporting member of: International Mountain Bike Association Adventure Cycling Association League of American Cyclists Central Oregon Trail Alliance</p>
02/08/2016	Email	Matt Jordan	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Sincerely, Matt Jordan Portland, OR</p>
02/08/2016	Email	Mark Reber	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Mark Reber</p>
02/08/2016	Online Open House	Ken Cerotsky	<p>Compliments to the staff on the completed plan. Looks like a lot of work. Having spent a part of my career on planning documents like this, I appreciate the time and energy spent on the work.</p> <p>We bike in the state and like the bike facilities and routes already developed. However, there is always room for improve/additions.</p> <p>We support Adventure Cycling in its suggestion for adding the language to page 42, under strategy 4.2C or as additional strategy under 4.2E: "Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System".</p> <p>Thank you the opportunity to comment.</p>

02/08/2016	Email	Jeff Svejcar	<p>Hello.</p> <p>I am requesting the following change on page 42: under strategy 4.2C or as an additional strategy under 4.2E - "Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System".</p> <p>Thanks in advance.</p> <p>Jeff Svejcar 2458 17th Place Springfield, Ore 97477 541-521-4219 e-mail: svejcarj@gmail.com</p>
02/08/2016	Email	Garrett Taylor	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Garrett</p> <p>"The problem with resisting temptation is you may not get another chance."</p>
02/08/2016	Email	Eric LeMoine	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thanks!</p> <p>Eric LeMoine</p>
02/08/2016	Email	Melissa Boyd	<p>Greetings -</p> <p>It's great to see Oregon planning for bikes and pedestrians!</p> <p>I recently rode my bike across the country, and it was awesome to enter a state and find they had marked the official bicycle routes with special signs. Oregon does not have that, and it would be a nice addition to our bike-friendly state.</p> <p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thanks -</p> <p>Melissa Boyd Corvallis OR</p>
02/08/2016	Email	Debra Kidney	<p>My husband and I are long time bicyclists and bicycling tourers who live in Portland, Oregon. We belong to and support Adventure Cycling which advocates for bike routes across the US. Regarding your draft Bicycling and Pedestrian plan, please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System. Thank you! Debra Kidney</p>
02/08/2016	Email	Scott Lindbloom	<p>Greetings ODoT,</p> <p>I am an avid cyclist in Oregon and enjoy traveling by bicycle.</p> <p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thanks,</p> <p>Scott Lindbloom</p>

02/08/2016	Email	Dan Arbogast	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thank you!</p> <p>Dan Arbogast Corvallis, OR</p>
02/08/2016	Email	Kenny Watkins	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thank you,</p> <p>Kenneth Watkins Eugene, OR</p>
02/08/2016	Email	Scott Fitzwater	<p>As an avid Oregonian bike rider and bike tourer I would appreciate your consideration in the following issue.</p> <p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thank you for your consideration.</p> <p>Scott Fitzwater 3553 NE Hancock St Portland, OR 97212 503-702-4291</p>
02/08/2016	Email	Sue Wolling	<p>Dear ODOT,</p> <p>As someone who travels through Oregon by bicycle, and also hosts visiting bicyclists who are touring through the state, I would appreciate signage along Oregon's major bike routes that helps identify those routes, both to the bicyclists and to motorists sharing the road with them. Therefore, I suggest the following addition to the Bike/Ped Plan:</p> <p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Sincerely,</p> <p>Sue Wolling Eugene, Oregon</p>
02/08/2016	Email	Bob Rineer	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>--</p> <p>Bob Rineer bobrineer@gmail.com 1689 NE Orenco Station Parkway Hillsboro, OR 97124 503 747-2067 714 401-0626 Mobile</p>

02/08/2016	Email	Andy Kading	Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System. Thanks Andy Kading
02/08/2016	Email	Thomas Tilque	Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System. Thomas W. Tilque Salem, OR 97306
02/08/2016	Email	Shirley Schoberg-Hebda	It has come to my attention to urge the State of Oregon to take part in the U.S. Bicycle Route System, a national network of numbered bicycle routes that use existing roads, trails, and other facilities appropriate for bicycle travel. The system is administered by AASHTO. There is much information available online about this system and one source is https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/faqs-for-planners/ . There are already over 11000 miles designated in 23 states. With Oregon being a great state to bicycle in, this state needs to take part, as our neighbor to the north, Washington State, already has. It would be a complement to our developing network of Scenic Bikeways, and many of the bikeways could become part of the system. This would be a major enhancement for the state in its quest to be a national bicycle tourism destination, and all the economic, transportation, environmental, and health benefits that brings. Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System. Shirley Schoberg-Hebda 1480 NW Patrick LN Albany, OR 97321 541-979-1129 Member of the Mid-Valley Bicycle Club, Corvallis, OR, and the Santiam Spokes Bicycle Club, Lebanon, OR
02/08/2016	Email	Russel Smith	Please help bring U.S. Bicycle Routes to Oregon: Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System. Russel D. Smith 3567 NE Tillamook St. Portland, OR 97212
02/08/2016	Email	David Hawkins	To whom it may concern: I'm an avid bike commuter, tourer and lover of the state of Oregon. I would enjoy the chance to ride border to border in Oregon on a connected trail route that links our population centers together and promotes bicycle tourism. Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System. Thank You, David Hawkins 1497 SW Pendleton Street Portland, OR 97239

02/08/2016	Email	Bob Silfies	Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System. Thank you, Bob Silfies
02/08/2016	Email	Brad Rands	Please designate bicycling routes that have been identified by the non-profit group, Adventure Cycling. This can be done by adding the following on page 42, under strategy 4.2C or as additional strategy 4.2E : Promote intercity and interstate bicycling transportation through the planning and implementation of the US Bicycle Route System. Thank you. Brad Rands Sent from my iPhone
02/08/2016	Email	Randy Wooton	Please include and implement the U.S. Bicycle Route System. I think it would be very valuable for the people of our state. Randy Wooton Medford Or Sent from Randy Wooton
02/08/2016	Email	dderek2253@aol.com	Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.
02/08/2016	Email	Tom middaugh	Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System
02/08/2016	Email	Roger Young	Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.
02/08/2016	Email	Laurie Krominga	In the draft Bicycle and Pedestrian Plan: Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System. Thank you! Laurie Krominga Sent from my iPad
02/08/2016	Email	Sarah	Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System. Sarah Reading Eugene, Oregon

02/08/2016	Email	Carol Moorehead	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thank you, Carol Moorehead Sisters, Oregon</p> <p>"The greatest good we can do for others is not to share our riches but to reveal theirs." Unknown</p>
02/08/2016	Email	Howard Hiton	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thank you,</p> <p>Howard</p> <p>Howard Hiton MS, LPC 516 SE Morrison Street, #1100 Portland, OR 97214</p> <p>Ph (503) 234-6972 Fx (503) 234-8017 www.HitonAssociates.net</p>
02/08/2016	Email	chris mccraw	<p>Hi there,</p> <p>I'm an oregonian bike tourist who loves traveling through our state. Please formalize our support for bike touring as a mode of travel and as a moneymaker (I always spend a lot of money in the communities I pass through) by adding the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thanks!</p> <p>Chris McCraw, Portland OR 97211</p>
02/09/2016	Online Open House	Blake	<p>The focus in the new OBPP policy which gives preference for a parallel route and which eliminates ODOT's obligation under the Bike Bill to serve bicycles and pedestrians on the state highway, is wrong. The purpose of our public spaces, including state highways is to serve the entire public, not just those who use cars.</p> <p>As someone who uses a bike for transportation, the existing approach that ODOT takes with regards to making the roads it operates accessible and safe for people on bikes is woeful at best and negligent at worst. Incorporating a policy which would sanction and encourage this attitude for the next 25 years is entirely myopic with regards to the changes in transportation that will occur over this period. People walking and biking should be provided with an equally direct way to get from point A to point B, not an inferior, parallel route. Policy should lead these changes which are foreseeable today, not lag behind them until they are updated after the fact.</p>

02/09/2016	Email	Clark Brody	<p>To Whom It May Concern:</p> <p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E:</p> <p>Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>As most cyclists know, four Adventure Cycling routes traverse the beautiful state of Oregon: the TransAmerica Trail, the Lewis & Clark Trail, the Sierra Cascades and the Pacific Coast bicycle routes. All of these routes are also U.S. Bicycle Route corridors that, once developed and designated, will put Oregon on the national map and draw out-of-state and international bicyclists to visit the state. Imagine welcoming touring cyclists with numbered U.S. Bicycle Route signs across Oregon. Let's not miss the opportunity to connect Oregon to the national network and showcase it as the best state in the country for bicycle touring.</p> <p>Sincerely,</p> <p>Clark Brody</p>
02/09/2016	Email	Greg Allers	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p style="text-align: center;">Thank you Greg Allers 503-246-4192</p>
02/09/2016	Email	Rob Super	<p>ODOT:</p> <p>It's beyond well established that the more people use bicycles as a primary means of transportation, the healthier both our citizens and our climate become. There are many ways to work toward this end, including bike lanes to facilitate urban commuting, higher gas taxes etc. But recreational biking is, besides it's own benefits, a gateway activity to shopping and commuting by bike. We badly need more good recreational routes throughout Oregon to help promote the use of the bicycle for the everyday transportation needs of our citizens.</p> <p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E:</p> <p>Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thanks for working on this,</p> <p>Rob Super</p>
02/09/2016	Email	Alan Goodman	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thank you!</p> <p>Alan Goodman Portland, OR</p>

02/09/2016	Email	Robert Mrzlack	<p>To Whom It May Concern:</p> <p>I would like to see U.S. Bicycle Route development taking place in Oregon. I am an avid touring cyclist living in Indiana and I plan to bike in the west coast states in the coming years.</p> <p>Thank you.</p> <p>Bob Mrzlack Monticello, Indiana</p>
02/09/2016	Email	Jen Bond	<p>Dear Oregon Dept. of Transportation officials:</p> <p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thanks for your consideration, Jen Bond Portland, Oregon</p>
02/09/2016	Email	Sheila Hale	<p>I live outside Creswell, south of Eugene. I think planning a system of trails would be a great thing for my family's health and my community's wealth.....DO IT!</p> <p>-- Sheila Hale</p>
02/09/2016	Email	John Bowden	<p>Hello, Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>thank you, John, Colton, & Tina Bowden, Eugene, Oregon.</p>
02/09/2016	Email		<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E:</p> <p>Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Richard Chinn Albany, OR richard.chinn@comcast.net</p>
02/09/2016	Email		<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E:</p> <p>Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System</p> <p>Steve Davis Eugene, Oregon</p>
02/10/2016	Online Open House	Steve Davis	<p>I highly encourage Oregon to devote resources to help develop the US Bicycle Route. Cycling as a part of our tourism industry is expanding and holds much promise for future growth.</p>

02/10/2016	Email	Duncan Rhodes	<p>I think that a great project would be to construct a paved asphalt coastal bike/pedestrian path at least 10' wide that parallels the coast, all the way from the Washington to the California borders.</p> <p>I believe that there is an existing railroad right of way along at least a part of this route that was never utilized. This would provide minimal grades along the route, as well as eliminating the need to acquire the land. Provide spurs as needed to tourist attractions & towns.</p> <p>This would greatly increase tourism along the coast & reduce deaths on US 101.</p> <p>Payback should be pretty quick from the extra tourism.</p> <p>Local bike advocacy groups & bike clubs would certainly help.</p> <p>I would love to ride the coast route. I will not do so on 101... it's too dangerous.</p>
02/10/2016	Email	Justus Peacock-Broyles	<p>To whom it may concern,</p> <p>I think this plan is a great step in the right direction but believe that there are some areas that could be improved:</p> <ol style="list-style-type: none"> 1. The plan needs a better assessment of existing conditions, on par with other Oregon Statewide plans and in line with FHWA recommendations. 2. The plan should place a high priority on filling in gaps in the existing network. The bike and ped network is drastically under built compared to other modes and the top priority should be completing it so that bicyclists and pedestrians can get where they need to go safely. 3. The second priority after filling in gaps should be creating safer and higher quality facilities that are wider and better separated from vehicle traffic. 4. The plan should stress providing savvy and comprehensive public education about biking and walking. Both rules and tips for staying safe should be known by all Oregonians and we need to start that education immediately. 5. Both the Oregon Transportation Options Plan and the Oregon Freight Plan include maps of current service areas, levels of coverage, and anticipated demand for each mode and topic plan. A similar approach should be incorporated in the Oregon Bicycle and Pedestrian Plan. 6. What I would ultimately like to see in Oregon is an infrastructure that connects cities across Oregon with off-street paths that parallel all major state highways and freeways. When one arrives in a town or city there should be adequate sidewalks, bike lanes, paths, etc for peds, bikes, rollerbladers, scooter riders, wheel chair drivers, and others without automobiles to access businesses, public transit, parks, and other services without obstruction. This is a matter of equity. We need to provide people without a car, whether by choice or means, truly equivalent facilitation. We have made it exceptionally easy to access any corner of the state by auto, but have not considered other modes. It is time to provide equal access. <p>Thank you, Justus Peacock-Broyles Portland, OR</p>

02/10/2016	Email	Ruth Miller	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thank you, Ruth Miller and Linda Cathey</p> <p>--</p> <p>Ruth Miller Eugene, OR 541-510-9354 Adventure Cycling Association Family Life Member & Tour Leader Helping people travel by bicycle</p>
02/10/2016	Email	Charles Tannenbaum	<p>Regarding your draft Bicycle and Pedestrian Plan:</p> <p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>We support the U.S. Bicycle Route System being promoted by Adventure Cycling and other cycling organizations seeking to make it easier for bicycling touring throughout Oregon and the U.S. Connecting our many scenic bikeways and developing others should be a priority. An integrated route system is needed.</p> <p>Charles & Carol Tannenbaum</p>
02/10/2016	Email	Earl Hazekamp	<p>To whom it may concern,</p> <p>The state of Oregon is one of the most bicycle friendly states in our great nation. Lets please continue that by including the five U.S. Bicycle Route corridors in the state bicycle & pedestrian plan.</p> <p>Thank you for your time, Earl Hazekamp President of Captiol Velo Racing</p>
02/10/2016	Email	Brian Bloch	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Sincerely,</p> <p>Brian Bloch Forest Grove, OR</p>

02/11/2016	Online Open House	Roundabouts Bad for Bike/Ped	<p>Thanks for the plan. But meanwhile ODOT is pushing a anti-bike/ped roundabout rampage (including five new ones on Franklin Blvd. in Eugene/Springfield) that prioritizes CARS, CARS, CARS.</p> <ul style="list-style-type: none"> -Cars don't have to stop at all. -Cars get a direct shot across the circle. -Cars are protected from high-angle, high speed accidents. <p>In contrast, bikes/peds get:</p> <ul style="list-style-type: none"> -No dedicated bike lane (in violation of state law for new projects) -Forced to dangerously share sidewalks with pedestrians (in violation of state policy and best practices) -Numerous forced stops at supposed crosswalks where cars rarely yield to pedestrians and rarely signal, especially with signals that won't stay on while turning a curve. -Three to four times the walking and biking distance through the intersection. -Long, dangerous, boring travel times to any real destinations since the suburban-design, traffic circle gobbled up so much land in the middle of the city. -Decreased visibility from drivers (almost all with no roundabout experience) bobbling their heads around when parabolic traffic makes rearview mirrors useless and unclear stopping, merging and lane rules for other traffic. -No protection from reduced high-angle, high speed accidents since they aren't encased in steel. -No dedicated bus rapid transit lanes. <p>Here's the project website - http://newfranklinblvd.org</p> <p>Here's a roundabout critique from a Canadian transportation professor now visiting the UO: http://www.renthomas.ca/transportation/a-roundabout-way-of-decreasing-pedestrian-safety</p> <p>Here's a much safer/better alternative from a Portland planner that features cycletracks and protected intersections: https://vimeo.com/86721046 Contrast that to ODOT's roundabout vision where bikes dismount: http://newfranklinblvd.org/2015/10/10-29-15-new-roundabouts-instructional-video/ or get slammed: https://www.youtube.com/watch?v=pwT0YA2OXhU</p>
02/11/2016	Online Open House	Beth Machamer	Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.
02/11/2016	Email	Mark Lander	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Mark Lander</p>
02/11/2016	Email	Bill MacKenzie	<p>Dear Oregon Department of Transportation</p> <p>As a committed cyclist, I urge you to add the following on page 42 of the draft Bicycle and Pedestrian Plan, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thank you. Bill William Mackenzie Lake Oswego, OR 97035</p> <p>Nothing happens unless first a dream. Carl Sandburg</p>

02/11/2016	Email	Justin Roman	<p>Hi,</p> <p>I am an Oregon resident and I very much support the US interstate bicycle route system.</p> <p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Regards,</p> <p>Justin Roman Portland, OR</p>
02/12/2016	Email	Emma Newman	<p>Hi Savannah,</p> <p>Thank you for the opportunity to provide the following comments and feedback on the draft Oregon Bicycle and Pedestrian Plan.</p> <p>We are pleased to see the state updating the Oregon Bike Ped Plan since walking and biking are key to cost effective investment in Oregon’s transportation future and are very important to public health across the state.</p> <p>Key High-Level Comments:</p> <ul style="list-style-type: none"> •The Regional Path prioritization element (policy 2.6) is not conducive to supporting key path projects that Springfield has prioritized in our TSP (i.e. Moe Mountain Path, Oxbow Path, Glenwood Riverfront Path, Booth Kelly Path, etc.). The overall goal of prioritizing off-street paths could benefit Springfield. However, the details of the strategy need refinement. It is also important to maintain the authority of the ACTs and MPOs as the bodies that set priorities for local pedestrian and bicycle improvements. <p>oIf you plan to keep this policy, please reduce the population requirement, define what “along the path” entails, and reduce the length (i.e. 2-3 miles instead of 10 miles). This policy should also prioritize filling key gaps in existing path network/segments. Another approach to consider would be to encourage communities to collaborate to produce key regional/state low traffic route connections, but that may start focusing more on the recreational desires across the state and less on the urban and sub-urban transportation needs. It is important that the PAC clarify what the intent of this policy is, assess whether or not to include it at all, and ensure that it is applicable across the state and not just in the Portland metro area.</p> <ul style="list-style-type: none"> •The plan should further emphasize safe pedestrian crossing movements. This includes the needs for infrastructure elements (pedestrian refuge islands, rectangular flashing beacons, and pedestrian hybrid beacons) to be emphasized more in the plan as well as ensuring policy 1.2 specifically calls out the need to educate all road users on the Oregon crosswalk law. Please add language to Strategy 1.2A and/or 1.2B. Strategy 1.2B should include a motorist crosswalk education component. •Existing Conditions – compared to similar modal plans (Oregon Transportation Options Plan and Oregon Freight Plan), the draft OBPP is lacking robust assessment of existing conditions. •Leadership on Multimodal Service Standards – local jurisdictions across the state are exploring multimodal level of service, multimodal level of traffic stress, and other evaluation and guidance metrics to be able to direct walking and biking planning and investments. I would like to see a commitment from the state in this plan to develop a standardized approach and metric that would lay the foundation for standardizing statewide, on a fairly short timeline. I see it mentioned in the “Considerations for Future Efforts” section (pg. 81), but this needs to be standardized at the state level sooner than that. •Speed – speed is a contributing factor to many traffic deaths in Oregon. Speed reduction needs to be further emphasized in the plan and prioritized for reworking how speeds designations are set, designed, etc. See specific comments below on 1.1D and 1.1F. •Increase emphasis on providing mobility for aging population – this is a huge challenge communities across the state will all be facing more and more in the coming decades as the baby boomers retire and need to maintain access and mobility.

Detailed Comments:

- Pg. 19 – why isn't Eugene-Springfield listed in the paragraph on the left with trends/profile of users? Some of the highest rates of walking and biking are found in our metro area.
- Pg. 23 – photo appears to show all males. Maybe we could highlight some young women on bikes? Women tend to drop off in numbers through the middle school age range. The more we can do to help portray role models of girls biking, the better.
- Pg 23 (lower right) – opportunity to include Josh Roll's exposure rates research. Please reach out to him.
- Pg 24 (bottom left, top right) – I would like to see the description of Safe Routes to School be reworked to emphasize rules of the road, bike control, and include infrastructure planning. Emphasis of helmets doesn't seem to accurately represent our local program's key priorities of crash prevention. Reach out to Eug-Spfld SRTS team and Oregon SRTS Leadership Committee for specific input.
- Pg 25 – 30 – could comfort of users (thus, likelihood to participate in walking/biking) be incorporated somehow into the emphasis areas?
- Pg 28 – I believe there is a typo in the Equity section ("ethic" should probably read "ethnic")
- Pg 28 – opportunity to highlight need for more interagency collaboration with the department of education, health, and transportation at the end of the health section? It would be great to integrate the department of education into this plan more.
- Pg 33 – maybe add "and comfort" after "safety" in the goal 1 description
- Pg 33, Strategy 1.1D – I would like this further evaluated to ensure that this strategy is not just producing increased speeds for automobile drivers.
- Pg 33, Strategy 1.1F – Change to "Where speed has been a contributor to pedestrian or bicycle crashes or where it is thought to be a significant safety risk faster, lower vehicle speeds." (remove treatment language in middle of sentence)
- Pg 33, Strategy 1.1G – this strategy is heading in the right direction, but I would like to see it strengthened. For instance, instead of just "examining implications for changing speeds" it could read "Change the way posted speeds are determined for different locations and facilities and prioritize people's safety."
- Pg 34, Strategy 1.1H – strengthen this to not only track, but implement
- Pg 34, Strategy 1.1I – good! Please keep.
- Pg 34 – elements that could be added to the Safety goal section include 1) increasing ped/bike crash and comfort reporting (or maybe another section?), and 2) speed and red light cameras
- Pg 34 – Enforcement should be emphasized more
- Pg 34, Strategy 1.2B – add dooring education to this list.
- Pg 35, Strategy 1.3A – another opportunity to integrate Oregon department of education into the critical partnerships
- Pg 35, Policy 1.3 – add element about increasing support for Safe Routes to School, with a specific call out for the need for funding to develop and maintain a robust crossing guard program
- Pg 36, Policy 2.1 – probably not part of this plan, but is there a recommended block length to enhance walking and biking that should be incorporated into local development codes? If so, what is it? We're updating our code right now and looking at that element

re: we're updating our code right now and looking at that element.

- Pg 37, Strategy 2.3 – include solutions for alternative funding models for sidewalks
- Pg 37, Strategy 2.4D – opportunity to provide foundation for connectivity of e-lockers across Oregon. Please lead on this effort.
- Pg 38, Policy 2.6 – need to emphasize need for separation of pedestrians and people riding bikes in high active transportation usage areas.
- Pg 39, Policy 3.1 – add “and vary in experience and comfort levels” to the end of the description.
- Pg 39, Strategy 3.1A – add grates
- Pg 39, Strategy 3.2C – consider expanding to include providing a variety of facilities for the range of potential users (i.e. bicycle boulevards, buffered bike lanes, off-street paths, etc.) Different types of transportation infrastructure should serve different needs, but I worry about this strategy potentially compromising the bike bill and providing a basis for some to argue that pedestrians and bikes don’t need to be accommodated on all types of facilities.
- Pg 40, Strategy 3.3A – incorporate congestion vs. fatality cost analysis for state or at least metro areas onto this page to strengthen case.
- oVision Zero: A Unifying Vision for Street Safety for Oregon (BTA/Oregon Walks) says, “Using 2009 data, a study conducted by AAA found that the annual societal cost of traffic crashes in the Portland Metropolitan area outweighs that of traffic congestion. A 2005 study predicted that traffic congestion will cost the region \$844 million annually by the year 2025. Currently, crashes cost the city \$958 million annually.” Citation: <http://www.oregonmetro.gov/news/crashes-cost-more-than-congestion>.
- oJosh Roll with LCOG has crunched some preliminary numbers for Central Lane MPO
- Pg 43, Policy 5.3 – could add transit access and issues surrounding cost for cross town trips into equity section.
- Pg 44, Strategy 5.4A – is there money to assist with this? How much weight does it hold? Will this be a requirement? Would like to learn more.
- Pg 44, Strategy 5.4B – could also highlight using translation services, such as website that can have an auto-translate function.
- Pg 45, Goal description typo (use either “options” or “opportunities,” but not both)
- Pg 46, Strategy 8.1A – I feel as if the examples are fairly weak. Could include increasing % of FHWA funding going to bicycle and pedestrian projects instead or as well? There is also an opportunity to highlight and encourage employee TO incentive programs and strengthen the partnership with health in this section.
- Pg 47, Strategy 8.2A, Complete the System – add “for people of all ability and comfort levels”
- Pg 48, Strategy 8.2B, this should change from “continue to support” to “increase programmatic investments in SRTS type programs.” Current levels are inequitable across the state due to not enough investment.
- Pg 52 – funding overall should be increased. How is “reasonable amounts” defined in the first paragraph?
- Pg 53 – please include a pie chart or graph of the funding opportunities and sources for a visual
- Pg 53 (lower right bullet point) – the SRTS non-infrastructure funds are currently not available to fund crossing guards as part of the “enforcement activities”. This is a problem that needs to be addressed and this plan could help lay the foundation for that.
- Pg 55 – Add Community Development Block Grant and School Bonds to bullet point list of other potential funding mechanisms

			<ul style="list-style-type: none"> •Pg 56 – spell out “Transportation Planning Rule” for those who are unfamiliar with “TPR” •Pg 57 – This funding estimate seems to be inadequate since it is based off of plans (TSPs) that do not identify the full need for bike/ped projects. Do the numbers account for inflation? The needs articulated in the funding section are less than actual needs across the state. The inventory and assessment element is critical to producing more accurate funding need projections. •Pg 58 – typo in footer, “their” •Pg 60 – reference to SRTS is again focusing on programming elements, but not emphasizing the need for SRTS infrastructure funding. <p>Thanks again,</p> <p>Emma Newman Transportation Planner City of Springfield 541-726-4585</p>
02/13/2016	Email	Kendra Chaney	<p>Hi,</p> <p>I am contacting you in regards to the bicycle and pedestrian plan. Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thank you,</p> <p>Kendra Chaney</p>

02/13/2016	Email	Don Erickson	<p>I just reviewed the executive summary of the proposed Oregon Bicycle and Pedestrian Plan and would like to compliment the committee on the proposed plan. It is comprehensive and addresses many concerns I have, in particular, safety and connectivity. I commute to work by bicycle and also tour by bicycle so these two things are very important to me. There are two things I would like the plan to emphasize:</p> <ol style="list-style-type: none"> 1. Protected Bike Paths. Bike paths that are separated from roadways offer the best protection for bicyclists. I have biked in Denmark on bike paths that were separated by a ditch from the roadway. The safety offered by a separated bike path made riding my bike relaxing and enjoyable. I really believe that if more bike paths separated from roadways were offered, it would encourage more individuals to either bike or walk to their destination. 2. Efficiency. The plan should recognize the need for efficient travel by bicycle. Bike paths cannot be designed in urban areas such that bicyclists need to stop every block for cross traffic. This discourages individuals from commuting if they are constantly stopping and starting at every cross street. 3. Rails to Trails. Although I didn't specifically see it in the Executive Summary, converting old rail lines to bike and pedestrian trails has significant benefits. They offer a safe and efficient means of travel by bike or hiking. I have ridden the Banks-Vernonia State Trail (BVT) several times and found it to be a very pleasant and enjoyable ride. We have also taken our Boy Scout Troop on the trail. It provided a very safe outing and they enjoyed it immensely. <p>As a bicycle tourist, please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System. The U.S. Bicycle Route System has the potential to attract out-of-state visitors and provide significant tourism and economic opportunities for Oregon. The Oregon Scenic Bikeways are a good start but more is needed.</p> <p>Thank you,</p> <p>Don Erickson Lake Oswego, OR</p>
02/13/2016	Email	Bo Grayzel	<p>I am writing to show my support for bicycle transportation. Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thank you,</p> <p>Bo Grayzel- Owner ReRack 503-875-6055 2240 NE Sandy Blvd. Portland OR 97232 Hours Monday-Saturday 10am-7pm and Sunday 10am-5pm www.rerackpdx.com</p>
02/14/2016	Email	Margit Barker	<p>The fancy plan to improve bike and pedestrian lanes would not do as much good as filling potholes and adding some road improvements, even minor ones. We do not use bike lanes or pedestrian bridges. We travel by car from rural addresses and use regular roads and freeways. Most of us cannot use bike lanes. Please consider that when our money is spent that it will do us the most good.</p>

02/15/2016	Online Open House	Emelie Montgomery-Jones	<p>I understand that “funding for the entire transportation system is limited and that all investments should be made to get to the highest returns and greatest benefits.” That being said, I believe the residents of rural Oregon are entitled to the goals stated within your document. A minimum population of 35,000 ignores the needs of rural Oregon. Only communities within the I-5 corridor will qualify. That leaves the majority of the state disqualified and not served. I live in La Grande, population 13,076. La Grande resides in Union County, population 25,650.</p> <p>Realize that Western Oregon visits rural Oregon regularly. Following this logic, aid to all parts of the state will serve the “the greater good,” of the State of Oregon as a whole, including larger metropolitan areas.</p> <p>I request that you lower the population minimum to at least 8,000 individuals so that rural Oregon will be eligible for bike-ped development assistance. Better yet would be to eliminate a minimum and score each project on its own merits. Cycling and tourism provide strong economic benefits to rural Oregon. Namely, the Scenic Bikeway and Ride Oregon Ride programs draw huge numbers of visitors to our communities, infusing the local economy with much needed revenue. Rural Oregonians need healthy and economically viable communities, in some instances more so than communities of 35,000 and more.</p> <p>Working individuals seeking bike-ped infrastructure will be drawn to our rural communities. Many will realize this is wonderful place to raise a family. Locals will stay in our communities if they are proven to be vibrant, pleasant, healthy places to live.</p> <p>I have been involved with bicycle advocacy and tourism in Northeast Oregon. Your draft bike-ed document leaves us feeling very abandoned. Rural Oregon is a very integral and important portion of the state. Please do not ignore us. The movement to become part of Idaho has surfaced again. I would prefer to continue as an Oregon resident but do understand the discontent. Your requirement that a community’s size be a minimum of 35,000 emphasizes the enormous gulf between rural and metropolitan Oregon. Please consider the impact that this requirement of a minimum community size has on the smaller, less economically viable communities of rural Oregon.</p>
02/15/2016	Online Open House	Roger Averbeck	<p>This plan fails to adequately address a critical issue: Bringing Portland metro region urban arterials that are also state highways up to modern standards; The plan should require use of best practices to reduce safety gaps and deficiencies, but instead recommends alternative streets and paths which do not adequately or equitably provide access to destinations and services located on these urban arterials. This is unacceptable.</p>
02/15/2016	Online Open House	Chris Eykamp	<p>The plan seems well intentioned but vague and generally watered down. Instead of "build partnerships", how about "build facilities"?</p> <p>Given the general nature of the goals, how will you know if you are on track in implementing the plan? It contains too few specific benchmarks and metrics for success, and no useful timeline against which to measure progress.</p> <p>We know the hard numbers of people killed on foot or bike on OR highways. I'd like to see similarly hard numbers for how we can address this ongoing problem. As it is, this document seems a bit like a "feel good" plan. I'd like to see it transformed into a plan for action, with measurable results.</p>
02/15/2016	Online Open House	Heather George	<p>My city claims they have no dollars for ped safety and there are multiple areas where it is very difficult to cross safely (even at unmarked and marked crosswalks). I have contacted both the PD and city, but all to no avail. How will this plan engage cities or hold them accountable to take actions to protect peds and bicyclists?</p>
02/15/2016	Email	Steve and Karen Harvey	<p>Yes! Please do all you/we can to establish and be part of US Bike Routes in Oregon. It's such a natural and appropriate fit with all the great cycling roads and trails in this state.</p> <p>Thank you. Steve and Karen Harvey Homeowners in Corvallis</p> <p>Sent from my iPhone Steve Harvey</p>

02/15/2016	Email	Janel Erickson	<p>Hi: As an avid daily cyclist, I would like to encourage you to do the following:</p> <p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Bicycle tourism brings lots of tourist dollars into many corners of our state.</p> <p>Best Regards, Janel Erickson Eugene, OR</p>
02/15/2016	Email	Heather George	<p>Hi Savannah,</p> <p>I just came across the website on the ODOT plan and I am impressed! I have been a citizen of Tualatin for 20+ years and have been on an active mission to have the city install more crosswalks and have the police patrolling/educating drivers who fail to follow the law. All my efforts have been to no avail.</p> <p>At one particular intersection (unmarked legal crosswalk), I asked the city to just paint the lines. As I feel most drivers are unaware of the law and the lines would help. The city told me they had 100% budget, but that was last year. It has been almost a year since and NOTHING has changed and they stopped answering emails/returning calls. I even had the police come and watch me cross one night and they ticketed drivers. I was told they would set up a 2 hour sting for education, and I am still waiting for a return call (almost 3 months later).</p> <p>I guess my question is, how will the state enforce city governments to comply with this plan? Are there state dollars they can apply for? How do I get someone to care?</p> <p>thanks Heather</p> <p>Heather George 503-351-5323 hgeorge@gmail.com</p>

02/16/2016	Online Open House	Anita Metlen	<p>February 14, 2016 Oregon Department of Transportation RE: Online Public Open House Response, Oregon Bicycle and Pedestrian Plan Thank you for the opportunity to respond.</p> <p>We understand that every effort has been made to recognize and serve all individuals in all aspects of the term “equality” and “safety” . We commend your efforts. Certainly sexual orientation, sexual preference, race, and a gamut of disabilities as in any collection of individuals and economic status conditions exist in all areas of Oregon. And as residents of rural Oregon, many disadvantaged, as well as productive, active community minded residents of the state believe we are entitled to the goals stated within your document.</p> <p>We live in Union County, population 25,650, in which La Grande is the largest town, population 13,076, and we live in a community with a population of 305. Rural farm families are not included in the census of any town but are counted in the census for the county.</p> <p>We understand the logic of spending funds in areas that serve a greater number of citizens for the bigger good, but 35,000 is far too high. Only communities within the I-5 corridor will qualify. That leaves the majority of the state disqualified and not served. But, say you stay with that number, you must realize that Western Oregon visits rural Oregon regularly. So if you want to follow the logic then aid to all parts of the state will serve the metropolitan population.</p> <p>Our request is to lower the population minimum to at least 8,000 individuals so that rural Oregon will be eligible for bike ped development assistance. Better yet would be to eliminate a minimum and score each project on inherit benefits. Cycling and tourism are strong in rural Oregon and a huge draw for visitors because of the Scenic Bikeway and Ride Oregon Ride programs to name only two reasons.</p> <p>Rural Oregonians deserve healthy and economically viable communities. Economic development will follow because our communities will be just as pleasant (or more so) and offer the benefits similar to communities of 35,000 and more. Working individuals seeking bike-ped infrastructure will be drawn to our community because of the quality of life, pleasant workplace, and realize this a wonderful place to raise a family. Locals will stay in our community.</p> <p>We have been very involved with bicycle advocacy and tourism in Northeast Oregon. This document leaves us feeling very distraught. Rural Oregon is a very integral and important portion of the state. Please do not ignore us. The movement to become part of Idaho has surfaced again. We are lifelong residents of Oregon and would prefer to continue but do understand the discontent. Your minimum community size of 35,000 requirement emphasizes the enormous gulf between rural and metropolitan Oregon. So sad.</p> <p>Sincerely, Anita and Kim Metlen 65208 Hull Lane, Imbler, OR 97841 54.910.0089</p>
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02/16/2016	Email	Ward Barker	<p>I note that "This project was funded in part by the Federal Highway Administration [FHA]"; I must necessarily assume that the FHA is directly related to the support, maintenance and upkeep of federal highways, a.k.a. interstates and freeways. In my mind, we shouldn't be spending federal monies to pursue projects associated with anything but the interstates and freeways, which necessarily precludes support of any type of local/municipal traffic that is not supposed to be on the these thoroughfares (re: bicycles, pedestrians).</p> <p>That said, there should be NO federal taxpayer monies spent on facilitating any kind of municipal bicycle or pedestrian traffic. Use those funds to make sure the base infrastructure of interstates and freeways is sound. Ordered by prevalence, the majority of traffic using state-managed thoroughfares consists of personal vehicles (cars and trucks of varying sizes), long-haul trucks, and the occasional bus and motorcycle in good-weather months. Taxpayer monies are appropriately spent making sure that these thoroughfares are properly designed and maintained.</p> <p>For example, the overpass at Goshen was recently improved and the lanes across it were widened through Goshen on the south of Eugene; however, the lane widening rounded the curve and inexplicably narrows back to 3 lanes about 1/4 mile short of the high-traffic offramp leading to Lane Community College (LCC), forming a dangerous, blind bottleneck ... dangerous because, on days when LCC is in session, cars are frequently backed up off the offramp into the turn lane of traffic on a mostly blind curve. This should be considered a serious design flaw ... why couldn't that lane have continued? That would have been money well spent.</p> <p>My point is this: because cars and trucks represent the majority of traffic that causes wear and tear to the interstates and freeways, bringing that up to speed should be a much higher priority than spending any kind of money on vehicles that represent mostly recreational traffic on municipal roads or their own dedicated thoroughfares. Leave bicycle and pedestrian traffic to the municipalities and the counties, if they have taxpayer support, to expand bicycle and pedestrian thoroughfares to outlying areas.</p> <p>Ward Barker Cottage Grove</p>
02/16/2016	Letter	Terry Edvalso	<p>Letter as Attachment 6</p> <p>Attached are comments requesting consideration of changes to the 2015 Bicycle Pedestrian Plan Goal 2, Accessibility and Connectivity, Policy 2.6A. The proposed policy disenfranchises small rural counties and communities in competing for scarce grant funds. The attached comments explains why the policy should be changes. The adverse impacts of the application of the proposed policy to a project is demonstrated and recommended policy changes are suggested.</p> <p>Terry Edvalson Project Coordinator/Manager Joseph Branch Trail Consortium 700 H Avenue La Grande, OR 97850</p>
02/16/2016	Letter	Oregon Freight Advisory Committee	<p>Letter as Attachment 7</p>
02/16/2016	Email	David Miller	<p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thanks, David Miller</p>

02/16/2016	Email	Adventure Cycling Association	<p>Greetings,</p> <p>I am submitting these comments for the Oregon Bicycle and Pedestrian Plan on behalf of Adventure Cycling Association.</p> <p>Please include U.S. Bicycle Route corridors in Oregon's Bicycle and Pedestrian Plan. The U.S. Bicycle Route System is a growing national network of numbered interstate bicycle routes that is officially recognized by AASHTO, and 23 state departments of transportation have designated over 11,000 miles of U.S. Bicycle Routes.</p> <p>By designating U.S. Bicycle Routes, Oregon would be included on the national map, opening up greater opportunities to draw out-of-state and international bicyclists to visit the state. Oregon can integrate its existing state Scenic Bikeway routes into the U.S. Bicycle Route System, which would aid in their promotion. A recent study of the Scenic Bikeways showed that 81% of cyclists who ride the Bikeways are residents of Oregon, so there is significant untapped opportunity to draw out-of-state and international visitors to the state. Additionally, this would increase the \$400 million annual economic impact Oregon already sees from bicycle tourism. For little to no cost, designating U.S. Bicycle Routes would connect Oregon communities and bring bicycle tourism to rural areas, stimulating local economies and businesses. It would further brand Oregon as a bicycle-friendly state and broaden its appeal as a destination for bicycling.</p> <p>We propose these additions to the Bike/Ped Plan:</p> <p>Add Strategy 2.2D under Policy 2.2: Include U.S. Bicycle Route corridors as part of the state-wide bicycle route network to facilitate long distance bicycle travel tourism and recreation.</p> <p>Add Strategy 4.2E under Policy 4.2: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thank you for your consideration of these comments and for supporting long-distance bicycle touring in Oregon through implementation of the U.S. Bicycle Route System. Please don't hesitate to email or call with questions.</p> <p>Saara Snow Travel Initiatives Coordinator t. 800 755 2453 or 406 532 2749 f. 406 721 8754 150 E Pine St, Missoula, MT 59802</p>
02/16/2016	Letter	Bicycle Transportation Alliance	<p>Letter as Attachment 8</p> <p>Dear Oregon Transportation Commission,</p> <p>Please find the attached request from the Bicycle Transportation Alliance regarding the draft Oregon Bicycle and Pedestrian Plan. We look forward to your action on these issues on 2/18.</p> <p>Regards, Gerik</p>
02/17/2016	Online Open House	Zoe	<p>The investment chapter has spacing problems. A lot of the pictures are of streets that do NOT appear to be ODOT facilities - if this is the case, this is disingenuous. From a funding standpoint, we need a real gas tax (much higher) with a large share of revenues directed to ped/bike improvements. I know this is a statewide plan, but judging from ODOT's planned 'improvements' on 82nd Ave. in Portland, ODOT is not serious about making serious improvements to major roads in urban areas that would improve pedestrian safety (adding 'refuges' without RRFBs doesn't do anything on that road - it is not forward-thinking enough as a policy.</p>

02/17/2016	Meeting Notes	Noel Mickelberry	<p>Letter as Attachment 9</p> <p>Good morning Commissioner Baney, Attached are comments from a feedback session we hosted in Portland for the general public to learn about the draft Bicycle & Pedestrian Plan Update. We provided copies of the draft plan (in many forms!), the ODOT online open house, as well as access to members of the Policy Advisory Committee. Approximately 30 people were in attendance, and offered their written testimony at the event as a group.</p> <p>The comments collected from the group are attached in a pdf as part of the public input process for this plan.</p> <p>Please let me know if you have any questions!</p> <p>Thanks,</p> <p>Noel</p>
02/17/2016	Online Open House	Lleigh Naumann	<p>Oregon Bike and Ped. Plan Comments</p> <p>Chapter 3— Goal 1: Safety Strategy 1.1F:</p> <ul style="list-style-type: none"> •One major problem I have encountered while living in Ashland Oregon is the “right hook” this is when a vehicle is turning right and they often cut at a 45 degree angle moving into the bike lane. This is dangerous for bike when they are in the lane next to a car. I was actually hit by a vehicle while I had my children in their bike trailer. I suffered a concussion and was cited for the collision by the police officer. I feel that part of this citation is due to the fact the law regarding this is somewhat vague. The officer told me he sees this happen all the time. I feel if there was a line that dictated the turn of the vehicle moving them away from the curb this would help to prevent these types of collisions. •With this idea in mind I would also like to point out another danger to cyclists in my town and that is the danger of a head on collision by a vehicle turning left. Again vehicles often cut into other lanes of traffic when they turn. If a cyclist is in the middle of the lane the vehicle often cuts the turn moving into the lane of traffic that the cyclist is occupying. I have seen this often in my town. I feel if there were again a guide line displaying the proper turning <p>Policy 1.3:</p> <ul style="list-style-type: none"> •My children attend Helman elementary school in Ashland Oregon. This is a small school area with a high traffic volume. I frequently see vehicles run stop signs and talking on their phones. I would personally like to see signage that indicates that this is a school zone, higher fines, no cell phone use. Perhaps cameras that detect people running stop signs or that site people with cell phone use. This is particularly dangerous because a lot of the kids riding bikes do not ride on the correct side of the road, they don’t follow the proper road use laws. One kid I see every day rides right around the corner on the wrong side of road in front of the stop sign that I see people run every day. <p>Policy 2.3:</p> <ul style="list-style-type: none"> •We have a great bike path in Ashland, but there is one part of it where it ends and one must travel for some distance through a busy narrow road and across a portion of town in order to re-connect with the bike path. This is dangerous when I have my children. We have at times resulted to crossing private property to avoid going through the busy streets. <p>Chapter 5</p> <ul style="list-style-type: none"> •Education and outreach <ul style="list-style-type: none"> oStrategy 2.2A identifies cross training with police enforcement. As mentioned before I was cited by police in Ashland when a vehicle turned in front of me. I have spoken with other people about this same officer and it would appear there is a vague area within the law that led to his decision. Furthermore our police department has little interest in putting cyclist’s needs above vehicular needs. I feel that there needs to be some coherent stance by police where cycling is concerned and that stance needs to be conveyed to the public. This would a great place to ensure that there is some kind of criteria for the police to follow, when interpretation of the law is vague. •Data collection, analysis and research: <ul style="list-style-type: none"> oThis section states assessing biking and ped. needs. I would greatly encourage the gathering of data, but not only focusing of needs of individuals but also focusing on where and how active transportation issues can be beneficial to communities, and the greater social climate as a whole. I feel it is dangerous to simply focus on needs when those needs may be met by other factors. As write this gas is very in expensive. I feel that people tend to focus on economic needs while we should be focusing our attention to a world that is dramatically changing. I feel we need to be assessing how we can encourage healthful growth that simultaneously addresses people’s individual needs and the greater systemic needs as well.

02/17/2016	Letter	Cycle Oregon	<p>Letter as Attachment 10</p> <p>Please find our comments, attached. Please let me know if you have any questions.</p> <p>Best, Alison</p>
02/17/2016	Letter	LaneACT	<p>Letter as Attachment 11</p> <p>Hi Savannah, please accept the attached comment from LaneACT on the OBPP. Please let me know if you need anything else to make sure the comment is entered into the record.</p> <p>Best, Denise</p>
02/17/2016	Letter	Heidi Guenin; Gerik Kransky; Noel Mickelberry; Jerry Norquist; Kari Schlosshauer; Jenna Stanke Marmo	<p>Letter as Attachment 12</p> <p>Dear Oregon Transportation Commissioners and ODOT Staff,</p> <p>Please find the attached comments, reiterated from previous comments, from a handful of Bike/Ped Plan PAC members and alternates. We would love to receive a response from the Commission on these issues.</p> <p>Kind Regards, Gerik</p>
02/17/2016	Letter	Oregon Healthiest State McClure	<p>Letter as Attachment 13</p> <p>Please see our attached feedback to the Oregon Transportation Commission regarding the Oregon Bicycle and Pedestrian Plan. We sincerely appreciate the opportunity to review and provide input. Let us know if you have any questions.</p> <p>Thank you!</p> <p>Katie McClure, Executive Director Oregon Healthiest State 541-410-8779 katie@orhealthieststate.org</p> <p>Website: www.orhealthieststate.org</p>
02/17/2016	Letter	Innovation and Inspiration for Blue Zones	<p>Letter as Attachment 14</p>

02/17/2016	Email	Kirk Morganson	<p>Hi! I live in West Linn, OR use my bike to commute to work and for recreation. Several years ago, a new pathway was opened up in my community. This pathway went along side of Rosemont Rd (between Carriage Way and Luscher Farms. I believe this was a collaborative effort between multiple government agencies and the Columbia Land Trust. It was a long process and I was excited to see this go in. However, shortly before it was set to go in, I started seeing signs pop up that stated that biking was not permitted on this pathway. This is essentially the only connecting road between where I live and where I need to go (Bridgeport Village) area, so to prohibit bikes gives bikers no options but to ride on the road, which has no shoulder and has very high speed cars on it. In any case, I met numerous people who were upset about this including members of the BTA. I saw several articles in the paper on it, but in the end no formal changes were made to the policy. So, this is my long winded way of saying that we shouldn't let small-minded people make stupid decisions on policies like this.</p> <p>Please let me know if you;d like more info on this.</p> <p>Thanks,</p> <p>Kirk Morganson 360-713-3856</p>
02/17/2016	Letter	Bike Walk Roseburg	<p>Letter as Attachment 15</p> <p>Please find attached the comments of Bike Walk Roseburg regarding the draft Oregon Bicycle and Pedestrian Plan.</p> <p>Thank you.</p>
02/17/2016	Letter	Kit Metlen	Letter as Attachment 16

02/17/2016	Email	Griff Colgegrove	<p>Hi there, This plan is exciting. Thanks for your work on it! Below are some comments I made as I was looking through Chapter 3 of the plan. Thanks for your work and taking into consideration communities like Medford that could really benefit with increased opportunities and safety for bicyclists and pedestrians. Griff Colegrove Comments: Chapter 3: Policy 1.1/5.1 B-Include/list some requirements for including a pedestrian crossing at certain strategic places on a busy roadway, especially for equity in transportation disadvantaged communities. Ex. in Southern Oregon is Hwy 62 North of Medford and White City which has long stretches of roadway with no safe way for pedestrians/cyclists to cross. Many people and cyclists cross the roads here to catch buses and visit businesses do not have vehicles.</p> <p>Chapter 3: Policy 1.1- Add strategy about maintenance of bikes lanes/bike ways including removing debris and sweeping. Ex. Many routes that I use daily in Southern Oregon (Medford and White City) have debris, rocks, and other hazards that can cause a bicycle to crash. Keeping these areas clean allow bicyclist to ride safely without fear of crash caused by debris in the roadway.</p> <p>Chapter 3: Policy 1.2-Increase information and questions on driver's license examinations about cyclists and pedestrians so that more drivers are aware and reminded of alternative and vulnerable transportation users. This increases equity for cyclists and pedestrians by legitimizing their rights in DMW.</p> <p>Chapter 3: 8.4A-Change to "Strategy 8.4A: When developing or redeveloping a roadway, create, add to, or enhance the adjacent pedestrian or bicycle system." From "Strategy 8.4A: When developing or redeveloping a roadway, take advantage of funding not specifically targeted at a pedestrian or bicycle project to add to or enhance the adjacent pedestrian or bicycle system."</p>
02/17/2016	Letter	City of Tigard Bicycle and Pedestrian Subcommittee	Letter as Attachment 17
02/17/2016	Letter	Safe Routes to School National Partnership	<p>Letter as Attachment 18</p> <p>Dear Oregon Transportation Commissioners and ODOT Staff,</p> <p>Please find the attached comments from the Safe Routes to School National Partnership on the Oregon Bicycle and Pedestrian Plan.</p> <p>Best Regards, Kari</p>

02/17/2016	Letter	Oregon Walks	<p>Letter as Attachment 19</p> <p>Hello, Attached are comments from Oregon Walks on the Bike Ped Plan.</p> <p>I look forward to discussing the plan and public comments as a whole at our next PAC meeting.</p> <p>Thank you,</p> <p>Noel</p> <p>-- Noel Mickelberry Executive Director, Oregon Walks</p>
02/17/2016	Letter	City of Portland Bicycle Advisory Committee	<p>Letter as Attachment 20</p> <p>Dear Chair Baney,</p> <p>As the Vice Chair of the City of Portland's Bicycle Advisory Committee (BAC), I appreciate the opportunity to provide feedback on ODOT's updates to the Oregon Bicycle and Pedestrian Plan.</p> <p>Attached please find a letter from the BAC with comments regarding the draft plan.</p> <p>We appreciate your time and look forward to being a resource to ODOT to continue to make bicycling a safe a viable transportation option in our state.</p> <p>Thank you,</p> <p>Heather McCarey Vice Chair City of Portland Bicycle Advisory Committee</p>
02/17/2016	Email	Kari Kappler	<p>Dear Oregon,</p> <p>ODOT and Washington County need to fix the dangerous intersection of SW Scholls Ferry Road and SW Beaverton-Hillsdale Highway and SW Oleson Road in the Raleigh Hills neighborhood. It needs a road diet, protected bike lanes, a bus 56 to go up to Sylvan and to Washington Park and the TriMet MAX line.</p> <p>Sincerely,</p> <p>Kari Kappler</p>

02/17/2016	Email	Parker Swanson	<p>To: Oregon Bicycle & Pedestrian Plan Committee Re: Comments</p> <p>As an Oregon citizen concerned with the future of transportation in our state, I would like to offer a few comments about the draft Bicycle & Pedestrian Plan; The plan lacks a comprehensive state-wide focus. From the viewpoint of users of active modes of transportation, there are too many gaps and inequalities in our present network. The plan should seek to close those gaps and provide seamless "through" routes for active transportation users, just as such routes are provided for motorized transport. For example, maps should be brought up to date and the gaps that need filling should be identified and given priority.</p> <p>Metrics should be put in place to measure quality of service for bicycle and pedestrian travelers, just as they are for motorized travelers. Safety should be the primary goal, not a secondary one. "Vision Zero" is a goal which can be achieved during the anticipated life of this plan. The plan needs an explicit up-front recognition that active transportation modes will have a greatly increased place in the future transportation system of our state. Goals and timetables for increasing the active transportation mode-share should be set, metrics put in place, and accountability established for achieving these goals. I am sure that with appropriate improvements including those I've mentioned above, Oregon can produce a workable plan for active transportation in our future.</p> <p>Thank you and regards, Parker Swanson</p> <p>parker.swanson@gmail.com 2846 NW Garryanna Dr. Corvallis, OR 97330</p>
02/17/2016	Email	Jeff Leach	<p>Here are a couple of cosmetic issues with the draft bike/ped plan. I'll send comments on the content separately.</p> <p>The page numbering in the PDF gets out of sync with the printed page numbers around pages 31/32.</p> <p>The vision statement looks like a side note. The formatting and order of the vision statement is confusing. I read out of order it as: THE VISION - Specifically by 2040, the Plan envisions that: "In Oregon, people ... However the text is in a different order and partially in the blue bubble. Reformatting text and graphics so the title, subtitle and quote are completely in the bubble would be an improvement. The graphic layout is clever but a vision statement is not the place get to cute with the formatting.</p> <p>Kind Regards, Jeff Leach</p>
02/18/2016	Online Open House	Amanda Stein	<p>Include long distances in the plan for tourism and better connections between cities. And, one major problem cyclists have is cities ignoring research in the hopes that they can get a project to pass. Give your project some teeth and set up consequences for failing to follow the FHWA, Bike Lane Planning Guide and research.</p>

02/18/2016	Online Open House	Jason Bittel	<p>I would like to thank ODOT for the preparation and presentation of this draft plan, and I'm encouraged by the commitment to markedly improve both the facilities and perception of biking and walking in Oregon. In particular, I appreciate the importance placed on making active transportation a regular and expected behavior in our region. However, I would also like to express some concerns regarding the current draft.</p> <p>First, if I read the plan correctly, it expresses a desire to eliminate all pedestrian and cycling deaths and serious injuries but shies away from adopting Vision Zero. I believe this goal would be far more effective if we specifically adopted Vision Zero by name statewide. Vision Zero is already a well-known movement and would ensure consistency of implementation. It also does a great job of expressing the underlying change in mindset required to achieve this goal. A resolve to eliminate death and serious injury on our roadways must always be first and foremost on the agenda.</p> <p>Secondly, I am bothered by the lack of specific steps to achieve any of the goals set forward in the plan. I read chapter three on the policies and strategies with great interest, but was underwhelmed by the passive, generalized language. "Identify", "consider" and "improve" style language does not provide any specific guidance on how those policies and strategies will be implemented and what a successful implementation looks like. I understand this is designed as high-level guidance for successive work, but it is so high-level almost anything vaguely fitting each category could be considered progress in that area and not actually move towards meaningful improvements on our streets and roads.</p> <p>Each of the sections within the policies and strategies chapter should have a specific target, indicating how success is defined and when it will be accomplished as a way to keep ODOT accountable to its goals. This also means implementing a specific multi-modal level of service to define goals for subsequent projects and plans. Because biking and walking exist in tension with other modes of transportation (e.g. improving motor vehicle throughput necessarily diminishes biking/walking safety and comfort), clearly defining these goals is vital to ensuring this plan provides the necessary guidance for the future.</p> <p>Thank you again for the work that has been put into this plan already, and I look forward to seeing how it continues to improve in the future.</p>
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02/18/2016	Online Open House	Brendon Haggerty	<p>The vision should be more ambitious: biking and walking should be the preferred mode for most short trips because these modes are the most economical, most healthy, and most protective of the climate. Moreover, the vision should recognize that in some ways transportation is a zero-sum game: making it easier to drive makes it harder to walk or ride a bike. When we're faced with such a trade-off, we need to default to making it easier to walk or bike.</p> <p>There's a problem with the tone in some parts of the document. For example, on page 6, the final paragraph is largely self-evident. Do other modal plans read as if recognizing the legitimacy of the mode for the first time? The bike and pedestrian plan should not treat driving as the default travel choice. Instead, the plan should refer to biking and walking as the core, the anchor, the backbone, and the cornerstone of the transportation system. These are the modes of basic mobility.</p> <p>The plan should never allude to some kind of mystery as to the reasons that people don't drive as it does on page 18. People choose not to drive because it's cheaper, healthier, better for the environment, and in many cases more convenient than driving.</p> <p>Wherever the word "individual" is used, consider "person." It humanizes travelers.</p> <p>Sections of the document that refer to greenhouse gas emissions, as on page 17, should refer to Oregon's statutory goals for GHG reduction and reports by the Oregon Global Warming Commission.</p> <p>This plan must establish a more complete needs assessment. In the Highway Plan, you don't have to look further than page 6 of the executive summary for a needs assessment so thorough as to be monetized for 20 years. The same level of detail and rigor should be applied in inventorying bike/ped network needs before this plan moves forward.</p> <p>The entire document lacks any mapping whatsoever. Transportation planning is a fundamentally spatial discipline and I am puzzled as to why no depiction is included of current or future conditions for walking and biking.</p> <p>The first sentence of the last paragraph on page 22 is very difficult to interpret.</p> <p>Parts of the safety section beginning on page 23 read like they are summarizing a public outreach event in the past tense, for example, "In addition to the issue noted above, inconsistencies in how safety influences project prioritization was a concern noted throughout the State." This is confusing because there is no introduction explaining how these concerns were voiced or what process is being referred to.</p> <p>I'm surprised to be commenting on subject/verb agreement in a state document, but there are many problematic sentences that make the plan hard to take seriously. The first sentence on page 25</p>
2/18/2016	Online Open House	Michael Livingston	<p>The plan should go back to the drawing board. Its bike & pedestrian provisions are vague and toothless. The proposed plan says, in effect, that we will only work on walking and biking when it doesn't inconvenience auto travel. Under it, walking and biking will continue to be fringe considerations -- not core components of transportation, health, and lower-carbon living behind which we will mobilize the full resources of the State.</p>
02/18/2016	Letter	Siskiyou Velo	Letter as Attachment 21

02/18/2016	Email	Reed Butterbaugh	<p>Hi Savannah,</p> <p>For whatever reason I could not submit my comment on the plan via the comment section on the website. Here it is.</p> <p>The state highways, such as Lombard and Powell, that continue to plague Portland and make it less safe need to be improved. Alternate routes for cyclists are not enough. Make these roads narrower, slower, and safer. I am currently looking for a home, and the thought of putting my life at risk every day biking over the state-controlled roads is horrifying I would be able to expand my housing search if the roads were safer. We need to do everything we can to discourage all unnecessary car trips, and keeping the highways the way they are does not accomplish that.</p> <p>Oregon needs to be the example for the rest of the country as it relates to transportation and sustainability. Build up our bike infrastructure, make our roads safer for cyclists and pedestrians.</p> <p>Until ODOT fully accepts and implements Vision Zero you are saying to the people of Oregon you value suburbanites getting to and from their job more than the safety of children in the neighborhoods your roads tear apart.</p>
02/18/2016	Letter	Comissioner Steve Novick	Letter as Attachment 22
02/18/2016	Letter	Leah Treat	<p>Letter as Attachment 23</p> <p>Hello,</p> <p>On behalf of Director Leah Treat, please see the attached document with our bureau's comments on the Oregon Bicycle and Pedestrian Plan (OTC Public Review Draft).</p> <p>Thanks,</p> <p>Sierra</p>
02/18/2016	Letter	OBPAC	Letter as Attachment 24
02/18/2016	Letter	Deschutes County BPAC	<p>Letter as Attachment 25</p> <p>Please find attached our input on the draft of the Oregon Bike Ped Plan draft. Also linked here: https://www.dropbox.com/s/r0bnba0iwfnmw1/Oregon%20Bike%20Ped%20Draft%20Plan%20Comments%20from%20BPAC%209.18.16.doc?dl=0</p> <p>Respectfully,</p> <p>Cheryl Howard Deschutes County Bike Pedestrian Advisory Committee, Chair www.deschutes.org/BPAC www.bikecentraloregon.org</p>

02/18/2016	Letter	Alex Bauman	<p>Letter as Attachment 26</p> <p>Hi,</p> <p>Please find attached my comments on the draft Oregon Bicycle and Pedestrian Modal Plan. I really appreciate your efforts to develop this important document, and am pleased with the results. However, I would like to see the effort extended to incorporate some stronger policies and greater specificity. Regardless of whether the process is extended, more details on the development of the Implementation Plan should be provided to the public as soon as possible.</p> <p>Thanks,</p> <p>Alex Bauman 1342 Chambers St #3 Eugene, OR</p>
02/18/2016	Email	Dennis Hogan	<p>I support a US Bicycling route in Oregon. Please add the following to your draft Bicycling and Pedestrian plan:</p> <p>Please add the following on page 42, under strategy 4.2C or as additional strategy under 4.2E: Promote intercity and interstate bicycle transportation through the planning and implementation of the U.S. Bicycle Route System.</p> <p>Thanks Dennis Hogan</p>
02/18/2016	Letter	City of Oakridge	<p>Letter as Attachment 27</p> <p>This is the response from Oakridge. My apologies to the other Mayors for being late in drafting this.</p>
02/18/2016	Letter	Oregon Parks and Recreation Department	<p>Letter as Attachment 28</p> <p>Attached are the OPRD comments signed by the director. A paper copy may have been sent in as well.</p> <p>Alexandra Phillips Bicycle Recreation Specialist Oregon Parks & Recreation Department 725 Summer Street NE, Suite C Salem, OR 97301 Phone: (503) 986-0631 Cell: (503) 480-9092 Bikeways webpage: www.oregonscenicbikeways.org Twitter: ORscenicbikeway</p>

02/18/2016	Letter	Scott Bricker	<p>Letter as Attachment 29</p> <p>Hello.</p> <p>Please find my attached comments for the Draft OR Bike-Ped Plan.</p> <p>Thank you.</p> <p>Scott Bricker 503.757.8342 ssbricker@gmail.com twitter: @ssbricker</p>
02/18/2016	Email	City of Eugene	<p>Savannah,</p> <p>Thanks for your work on the draft Oregon Bicycle and Pedestrian Plan. Here are City of Eugene comments on the draft plan.</p> <p>Rob</p> <p>Key High Level Comments</p> <ul style="list-style-type: none"> • There should be more emphasis in the plan on creating safe street crossings for pedestrians – most complaints we get in Eugene about pedestrian safety have to do with unsafe street crossings: <ul style="list-style-type: none"> o pedestrian crossing improvements – these are not specifically called out as an emphasis area; look for opportunities to call out the need for more pedestrian crossing improvements, including RRFBs, PHBs and pedestrian crossing islands. o education around crosswalk laws – the section on educating people on the “rules of the road” (Policy 1.2) does not call out understanding of crosswalk laws as an area that needs more emphasis. Create a new strategy specifically around education of road users on crosswalk laws and coordination with crosswalk enforcement efforts. • There is an emphasis in the plan, embodied in Policy 2.6 and 8.2, on prioritizing regional paths. We do not agree with this approach because in some areas there are either few opportunities to create new regional paths or they are not the highest priority in terms of improving pedestrian and bicycle infrastructure. One of our high priority projects in Eugene would connect the Amazon Path to our Riverfront Path network with a two-way protected bikeway. However, since this isn’t a path it wouldn’t qualify as a “Regional Path” even though it will connect two of our most highly used paths with a protected bikeway that has path-like conditions and help create an extensive bikeway network that would otherwise meet the Regional Path criteria. Some parts of Oregon have old rail lines or historic highways that could be converted to regional paths but such abandoned infrastructure does not exist in Lane County. It doesn’t seem fair that we should be put at a disadvantage just because we don’t have these kinds of opportunities as we have other strategies for enhancing pedestrian and bicycle infrastructure. Regional paths are not necessarily the most important “critical connections” in different areas. The plan calls for focusing on routes that serve “regional and statewide interests” but these may not be the most important investments to get more people walking and biking, especially walking. In fact, many regional paths such as the Salmonberry Corridor and the Historic Columbia River Highway, are mostly geared towards recreation. In many communities, basic sidewalk infill, Safe Routes to School projects or enhanced pedestrian crossings might be the highest priority projects. <ul style="list-style-type: none"> o If the Regional Path prioritization is kept in the plan, we encourage you to make it easier to qualify as a regional path. Some suggestions are to allow ACTs and MPOs to identify regional paths regardless of whether they meet the criteria, allow protected bikeways to count as sections of regional paths, and reducing path length and population requirements. • Lighting, whether along paths or at pedestrian crossings, is a key component of making walking and biking safe and attractive but it is barely mentioned in the plan, especially in the Policies and Strategies. Path lighting should be explicitly listed as eligible for funding to enhance path systems including for Regional Paths. <p>Detailed comments</p>

General: add captions to the photos even if you can only do it for some.

P. 17, left side, bottom – should this be 2 miles instead of 20 miles?

p. 18, left side, bottom – should say “the transportation system requires frequent and safe street crossings...”

p. 18, right side, top – should say “for cyclists, enhanced mobility may result from dedicated protected bike lanes, bicycle parking...”

p. 19, why is Eugene-Springfield metro area not listed under metropolitan areas?

p. 19, bottom, “Location”: it’s not clear what this data means – is this as a percent of all trips?

p. 19, bottom, “Age”: it’s hard to believe that middle school kids made over a fifth of all walking trips in Oregon’s metro areas

P. 21, “Key Components of Infrastructure”: the next most important component is having safe crossings of busy and high speed streets. This is a key issue that needs more attention.

p. 26, first paragraph: “For example, some communities require property owner responsibility for sidewalk maintenance where other communities use a utility fee to help provide sidewalks.” This sentence is confusing funding and responsibility for sidewalk maintenance with that for providing the sidewalk in the first place. They are pretty much two separate issues.

p. 27, last paragraph: using the word amenity to describe bike parking makes it seem that bike parking is a nice thing to have but not actually necessary. Would car parking be called an amenity?

P. 29, “Coordination, Cooperation and Collaboration”: MPOs have a key role to play on these topics, especially on data collection and sharing

p. 33, Policy 1.1: this policy itself is pretty weak. Could stronger language be used that is more specific to walking and biking?

p. 33, Strategy 1.1A: why is there no mention of the Oregon Bicycle and Pedestrian Design Guide? When the Bicycle and Pedestrian Design Guide is updated, there should be public involvement opportunities of which there were few or none for the development of the current version.

p. 33, Strategy 1.1F: is lowering vehicle speeds a design treatment? Maybe it should say, “use design treatments to lower vehicle speeds...”

P. 33, Strategy 1.1G: more specifically call out the need to lower speed limits on streets where there are bicycle and pedestrian safety issues. Recognize that it may be currently challenging to do so, especially on arterial streets. What does “outline next steps based on results” mean? Results of what? There is a need for more education around how speed limits are set in Oregon and how speed limits can be changed under existing rules. There may be more flexibility than people realize but a lot of people don’t understand how to work within this system.

p. 34, Strategy 1.1I: it should be more clear what “strengthen” means. It would be helpful for it to explain what is currently insufficient about these programs. ARTS had a set aside for ped/bike facilities and a methodology to predict which corridors had the greatest safety risks for peds and bikes and also what countermeasures would be effective. Was there something wrong with this approach? Should more funding have been set aside?

p. 34, Strategy 1.1K: part of the problem with ped/bike crashes is under-reporting. There may be ways to get more of these crashes reported such as setting statewide rules for when police departments must report such crashes. In Eugene, police won't file a crash report unless there is at least \$1500 of damage to a bike or the rider was taken to the hospital in an ambulance.

p. 34, Policy 1.2: except for the strategy that addresses impaired and distracted driving, this section does not highlight any particular rules of the road where there is a lack of understanding among roadway users. There is a clear lack of understanding of crosswalk laws in Oregon among all types of roadways users. Given how many pedestrians are killed while crossing the street, there should be a strategy that addresses crosswalk law education

be a strategy that addresses crosswalk law education.

p. 35, Policy 1.3: add a strategy that would encourage ODOT to work with statewide education agencies to make it easier for school districts to use bus transportation funds, including for hazard busing, on SRTS activities and capital investments that will reduce bus transportation costs.

p. 35, Policy 1.4: add a strategy that would consider making it easier to spend ODOT funds on local street lighting facilities when it benefits people walking and biking. As it stands now, ODOT's policy is to not pay for street lights on state facilities within cities.

p. 36, Strategy 2.1B: add at end of this section "ODOT will make such pedestrian and bicycle facilities eligible for funding that is reserved for state-owned facilities."

p. 37, Strategy 2.3A: add "Explore the development of statewide financial incentives for property owners to build sidewalks along their street frontage."

p. 37, Strategy 2.4C: this strategy should also address provision of secure bike parking such as electronic bike lockers at transit stations and key transit stops.

p. 38, Policy 2.6: prioritize regional paths over what other pedestrian and bicycle infrastructure needs?

p. 39, Strategy 3.2B: change "setting signal timings" to "setting pedestrian phase signal timings." Consider creating a separate strategy just for signal timing issues. One issue we have in Eugene is balancing signal timing for pedestrians and transit on BRT routes. In some cases, pedestrian phases are shortened, even in areas with high levels of pedestrian activity such as 10th and Willamette, in order to enable EmX vehicles to get an early green. It would be helpful to have some guidance on this issue.

p. 39, Strategy 3.2D: consider rewording to something along the lines of "consider investments that make walking and biking viable options for short trips as a tool for reducing vehicle congestion and increasing reliability."

p. 40, Strategy 3.2E: it would also be helpful for the state to develop best practices for ensuring the people can safely walk and bike past construction zones.

p. 40, Strategy 3.2F: why "where feasible." In what situations is bicycle detection not feasible? It might not make sense to install it on certain facilities but that's not a feasibility issue.

p. 41, Strategy 4.1A: it might be helpful to have some statewide guidance on what local governments are allowed to require of developers in terms of sidewalk and streetscape improvements.

p. 41, Strategy 4.1B: change "through school siting" to "through siting of new schools as well as on site replacement of existing schools."

p. 41, Strategy 4.1D: this reminds me of ODOT's Region 2 offices on Airport Rd. in Salem. They might be accessible because there is a sidewalk to the site (I'm not quite sure) but is there anything nearby that people can walk to?

p. 43, Goal 5:Equity: change "all ages, abilities, and incomes"... to "all ages, abilities, races, ethnicities, and incomes..." It would be helpful to have a definition of "transportation disadvantaged" in this section.

p. 43, Strategy 5.3B: what does "assure equitable in new projects" mean? This isn't a very clear term.

p. 46, Policy 8.1: "Seek funding to address pedestrian and bicycle transportation needs." Couldn't this be made a little stronger?

p. 47, Strategy 8.2A, second bullet: how are regional paths "areas where no connections exist"? Should it say "new regional paths"? Consider removing the regional paths reference in this bullet. It feels forced.

p. 53, State and Federal Funds: shouldn't ARTS be included in this section?

p. 56, Long Range Needs: spell out TPR

			<p>p. 56, State Needs: there is growing recognition of the need for protected bike lanes which are different than marked bike lanes.</p> <p>p. 73 - 75, Roles and Responsibilities: include sections on statewide education agencies and local school districts</p> <p>p. 78, Next Steps: this will hopefully be in the Implementation Plan, but there is a need for an internal plan implementation coordination group at ODOT that includes people from different relevant divisions including Safety and Public Transit.</p> <p>P. 79, Defining the Network: applying highway approaches to biking and especially walking may not make sense. People don't choose to walk along some regional network, but seek safe, pleasant and direct routes to get them where there going, usually at a much finer grain...</p> <p>p. 79, create another initiative related to walking and biking safety. This is a huge issue as perceived lack of safety is a barrier to getting more people walking and biking, and there have been significant increases in pedestrian fatalities in Oregon.</p> <p>-----</p> <p>Rob Inerfeld, AICP Transportation Planning Manager City of Eugene Public Works Engineering rob.inerfeld@ci.eugene.or.us http://www.eugene-or.gov/transportation ph: 541-682-5343</p>
02/18/2016	Online Open House	Rick Kappler	Please make protected bike lanes, road diets, more street trees, more swales, and lower speed limits.
02/18/2016	Online Open House	Ryan Mosier	As a resident of the Creston-Kenilworth neighborhood of SE Portland, I am dismayed that the plan as proposed does not explicitly support complete biking and walking facilities on streets such as SE Powell. As it stands now, the street is not safe for pedestrians and cyclists. Speed as posted is too high and frequently disobeyed as drivers take advantage of a corridor absent of standard traffic-calming measures. I've watched how the SE 26th debacle was handled by ODOT last year, and am skeptical of another "blinkly-cross" at 28th for the new bike path being respected by drivers - have already seen a pedestrian hit in the mid-block crosswalk near there. My child will have to cross SE Powell to go to two of the three public schools she will attend. I spend 20-30 min each day on SE Powell taking the bus during my commute, and do not feel safe at crossings myself - a gentleman died when he wrapped his Mustang around the lightpost where I wait to cross each day. Of course he was speeding down the slight slope at 33rd/SE Powell. Not only do existing corridors need to be improved, there needs to be a commitment to improving pedestrian and bicycle facilities, and this plan is an outright failure out the gate because it does not make a commitment to COMPLETED proposals instead of platitudes and half-measures. I urge you to reconsider treating all projects equally. Thank you for your time.
02/18/2016	Online Open House	Bjorn Warloe	I am very concerned about changes from the previous plan that eliminate the need to place adequate facilities on state highways when they are rebuilt. I live in Portland and places like 82nd avenue are being managed by ODOT but are absolutely horrible to bike on. When I want to go to one of the many businesses on 82nd it is difficult to get to them. I want the plan to increase the requirement that good bike and pedestrian facilities should exist on all state roads, rather than decreasing those requirements as this draft plan seems to.
02/18/2016	Online Open House	Evan Heidtmann	This plan doesn't go anywhere near far enough. Walking and bicycling are the modes of the future; Oregon must support these modes with real money, specific infrastructure improvements, and a sense of urgency. It's shameful that the freight plan includes specific routes but this plan lacks any specific commitments. Please, be real and make real commitments to real improvements in our state. Thanks!

02/18/2016	Online Open House	Brett Yost	I attended the "listening session" in Deschutes County last year where ODOT was soliciting input for this plan. I among others expressed concerns that there was a lot of grand language not backed up by the willingness to do the hard work necessary to meet the lofty goals. Reading through the plan now has confirmed these fears. Creating safe streets for people walking and biking requires SLOWER vehicle speeds, more physical PROTECTION, more sidewalks and bike lanes, and comprehensive public education and ENFORCEMENT. Nowhere in the plan language is this direct and well-understood approach to safety made into policy. If you want walking and biking to be a viable alternative to driving, much hard work needs to be done to create the environment where this is possible. Lofty words will not protect people in a transportation world dominated by motor vehicles.
02/18/2016	Online Open House	Eric Wilhelm	Rather than a plan to improve bicycle and pedestrian access and safety, this seems to be a plan to get them out of the way of motor vehicles. Our urban highways need to be brought up to a higher standard and not abandoned to auto traffic. State highways often have the shortest path and smoothest grades through the Portland metro area, so a "local parallel route" will generally be less efficient and more dangerous than a protected lane treated with the same access control and priority as automobiles. Our urban freeways and highways are over capacity with short-distance single-occupancy vehicle traffic because ODOT's handling of bike and pedestrian access has made sitting in traffic more appealing than riding a bike or walking to transit. Any update to the 1996 plan needs address this by giving active transportation priority, safety, and convenience in urban areas.
02/18/2016	Online Open House	Bill	I see lots of good design and safety strategies in the plan that I personally support. My concern is that strategies like these are often later forgotten -- or become only minor considerations -- by ODOT staff at the regional and district offices that are designing improvements. Or, these strategies becomes one of those "its someone else's job to consider peds and bicyclists needs" approach. How can we institute these strategies so that peds and bicyclists have equal standing when facilities are designed. Also, when funding decisions are made by the OTC, how can we ensure that ODOT staff isn't guiding them to put most every "egg in the basket" for highway only improvements.
2/18/2016	Online Open House	Josh Berezun	I, and a large number of Oregon's bicycle users, live in Portland and rely on ODOT facilities to get where I'm going. A number of ODOT roads are substandard for cycling — dangerous and/or very uncomfortable. Improvements are necessary — and required by state law in the case of road reconstruction — on SW Barbur, N Lombard, SE Powell, and NE/SE 82nd Ave, for instance. Roads such as these need to be brought up to a much higher standard to be safe and useful for people walking and biking.
02/18/2016	Letter	Christopher Achterman	Letter as Attachment 30
02/18/2016	Letter	Jane Stevenson	Letter as Attachment 31
Any public comments received after the February 18th 5:00pm deadline are included as Attachment 32			

November 13, 2015

Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Re: Draft Oregon Bicycle and Pedestrian Plan

Dear Commissioners,

We the undersigned would like to express our gratitude to the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) for your commitment to improving conditions for walking, biking, and transit in Oregon. A comprehensive Oregon Bicycle and Pedestrian Plan is crucial to our success in making these healthy and affordable modes of transportation safe and accessible for all Oregonians.

In pursuit of our shared goals, we would like to commend ODOT on the effort to date with the Draft Plan and also express some of the concerns that we would like to see addressed in the Oregon Bicycle and Pedestrian Plan prior to final adoption.

Existing Conditions

In order to be successful, the Oregon Bicycle and Pedestrian Plan needs a better assessment of existing conditions. ODOT's Region 1 Active Transportation Needs Inventory and Assessment provides an excellent process and example, and should be replicated statewide. All the routes from this assessment should be incorporated into the plan, and the plan should set policy direction, assign accountability, and include a timeline for completion of similar inventories in all of ODOT's regions.

Both the Oregon Transportation Options Plan and the Oregon Freight Plan include comprehensive evaluations of existing conditions in terms of service coverage by geographic area and anticipated freight demand by corridor. A similar approach to identifying current and future bicycle and pedestrian facilities should be included in the Oregon Bicycle and Pedestrian Plan.

The US Department of Transportation Federal Highway Administration also recommends¹ a far more comprehensive "Assessment of Current Conditions and Needs" than the Oregon Bicycle and Pedestrian Plan currently includes. Oregon's draft does not meet Oregon's standards in other plans nor does it meet the current Federal recommendations.

¹ http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/inter.cfm

Safety

At the highest level, this plan should reflect a policy that will "Provide well-designed streets and highways that are safe for people biking and walking." All related strategies should pursue this directive, including both infrastructure elements and related education and encouragement components. The recently adopted Transportation Options Plan incorporates comprehensive information about state-supported programs such as Safe Routes to School, which should be more closely referenced in this Plan. Further, there is a missed opportunity in not more strongly linking such education/encouragement programs with infrastructure built by the state and local partners.

Equivocation in the language throughout the plan's policies and strategies dramatically undermines its intent. Creating safe streets for people walking and biking requires narrower travel lanes, slower vehicle speeds, more physical protection, more sidewalks and bike lanes, and savvy and comprehensive public education. Nowhere in the plan language is this direct and well-understood approach to safety made into policy. This omission will not serve Oregonians of all ages walking and biking now or in the future.

Performance Measures

We strongly urge the Commission to request inclusion of an explicit commitment to including true Multimodal Level of Service performance measures in the context of the Oregon Bicycle and Pedestrian Plan. It is arguable whether or not such a measure is ready to direct projects today, but it is essential that Oregon commit to applying a new multimodal standard within the plan period. Merely identifying it as a potential new tool is insufficient; this plan must make commit resources to developing this approach and include policy ensuring its adoption.

Maps

Updates to the functional classifications of ODOT facilities incorporating 2015 conditions are required in order to accurately reflect Oregon's commitment to improved bicycle access on specific streets. Further, the plan needs to include specific projects that make up a complete network of Oregon's desired bicycle and pedestrian facilities. Without this level of policy change and route identification, the plan lacks a comprehensive approach to achieving its stated goals.

Both the Oregon Transportation Options Plan and the Oregon Freight Plan include maps of current service areas, levels of coverage, and anticipated demand for each mode and topic plan. A similar approach should be incorporated in the Oregon Bicycle and Pedestrian Plan, yet does not exist in this Plan.

For an example of how this can be accomplished, please see the draft Statewide Bikeway Network of the Arkansas Bicycle and Pedestrian Plan.² This plan is

2

http://www.arkansasbikepedplan.com/sites/arkansasbikepedplan.com/files/Complete%20Plan_LowRes.pdf

currently out for public comment in the State of Arkansas, and Oregon's omission of a similar commitment to complete bicycle and pedestrian networks will immediately stand out as an error that will get worse over the 25 years of our plan's lifespan.

Equity

It is our assessment that a more thorough treatment of Oregon's commitments regarding racial equity is required. The plan should, at the least, identify anticipated and current user groups by race, color, and/or national origin and identify how and where Oregon will help ensure access to safe walking and biking infrastructure for people of color, low income communities, and those who cannot or do not drive a private vehicle. In addition, there needs to be additional language around how diverse groups will be directly involved in decision making and addressing the historical context that impacts access to, and participation in, the benefits of walking and biking.

Title VI of the Civil Rights Act and Americans with Disabilities Act legal requirements should be the baseline for this plan and policy language should reflect our state's commitment to go beyond the baseline to create truly equitable outcomes for our transportation system and all Oregon residents.

Thank you for taking our comments into consideration. We look forward to continuing to support this effort and working to make Oregon's Bicycle and Pedestrian Plan the strongest and most visionary statewide plan for active transportation in the country.

Sincerely,

Heidi Guenin
Executive Director
Sustainable Transportation Council

Gerik Kransky
Advocacy Director
Bicycle Transportation Alliance

Noel Mickelberry
Executive Director
Oregon Walks

Jerry Norquist
Member, Oregon Bicycle and Pedestrian Plan
Policy Advisory Committee

Kari Schlosshauer
Pacific Northwest Regional Policy Manager
Safe Routes to School National Partnership

Jenna Stanke Marmon
Member, Oregon Bicycle and Pedestrian Plan
Policy Advisory Committee

Dan Thorndike
Member, Oregon Bicycle and Pedestrian Plan
Policy Advisory Committee

Cc; Governor, Kate Brown
ODOT Director, Matthew Garrett
Congressman Earl Blumenauer, Chair of the Congressional Bike Caucus
Nick Fortey
Amanda Pietz
Savannah Crawford
Talia Jacobson



222 NW Davis Street
 Suite 309
 Portland, OR 97209-3900
 503.222.1963
 www.oeconline.org

January 4, 2016

Oregon Bicycle and Pedestrian Plan Policy Advisory Committee
 c/o ODOT

Dear friends,

Much has changed since Oregon first adopted a Bicycle and Pedestrian Plan in 1995. Changing demographics, evolving travel preferences, a dire need to address greenhouse gas emissions, and pressing health and equity concerns all point to the fact that this is a crucial update. Oregon Environmental Council (OEC) appreciates the time and thought that you put into the draft plan, offers the following suggestions for improvement before it is finalized, and looks forward to its eventual robust implementation.

Overarching Comments

Sustainability: Obviously, any trip that is made by foot or bike, rather than by a fossil-fuel powered vehicle, improves air quality and protects our climate. Therefore, any and every policy in the plan that results in such a mode shift will lead to greater sustainability. However, the plan makes no reference to the state's statutory greenhouse gas reduction goals (ORS 468A.205), and the *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction* is distinctly absent from the legal context appendix (although it is referenced in the background section).

Safety: OEC applauds the overarching safety goal, "Eliminate pedestrian and bicycle fatalities and serious injuries, and improve the overall sense of safety of those who bike or walk," which is essentially the goal of the Vision Zero movement. However that goal is quickly obfuscated through such language as Policy 1.1 "Provide safe and well-designed streets and highways to accommodate a variety of users." If the goal were actually Vision Zero, that policy would read something like, "Provide safe and well-designed streets and highways that put the safety of the most vulnerable users first and foremost." Another example is Policy 1.3 "Encourage the development and sustainability of Safe Routes to School type programs through funding, partnerships, model programs and other technical assistance. "Encourage" is a soft word; in fact Safe Routes to School is an essential program that should be required and supported everywhere, not just encouraged. Another example is the sentence in the introduction on page 7: "As more Oregonians choose to walk and bike, opportunities to improve the safety for these vulnerable users continues." It's an *imperative* to improve safety, not merely an *opportunity*.

Specificity of Needs and Prioritization of Investments: The Oregon Bicycle and Pedestrian Plan should be at least as specific as the Oregon Transportation Options Plan and the Oregon Freight Plan when it comes to identifying specific infrastructure needs in specific places. These needs should be prioritized by their contribution to safety, equity, health and environmental protection.

Equity: Bicycle and pedestrian improvements are very helpful to lower-income individuals as they are inexpensive means to travel. At the same time, as noted in the plan, a good Bike Walk score in a community can lead to higher property values, which, in turn, can lead to displacement of lower-income households. This has become such a big problem in Oregon that

state and local agencies should take advantage of every opportunity possible to highlight this problem and involve impacted parties in coming up with good solutions to ensure affordable housing. In other words, there are many reasons to do due diligence to directly involve low-income and communities of color in decision-making when it comes to implementation of this plan.

Specific Comments

Introduction

- p. 6: Insert “many” in front of “and have chosen to walk or bike as their primary means of travel.” Otherwise, it reads as though everyone has chosen to walk or bike.
- p. 7: Change “around 56 percent of residents are interested in biking but are concerned” to “around 56 percent of residents are interested in biking if concerns/barriers are overcome.” A casual reader may not understand “but are concerned.”
- p. 7: This sentence is missing the word “removing” in front of “barriers”: “Benefits of walking and biking investments, along with increased use of these modes and barriers for those interested.”
- p. 8: Change “prioritization” to “prioritizing” in the phrase “through prioritization processes, partnerships, and strategic investments.”
- p. 9: Perhaps the word is “transportation” not “transit” in this sentence: “When fully implemented, the Plan envisions a future that builds upon Oregon’s strong existing foundation by further increasing walking and biking connections to critical destinations and other modes of transit.”

Background

- p. 17: In the case of “research which shows that motor vehicle trips contribute to disproportionately high levels of per-mile emissions,” this likely refers to higher levels of pollution coming from cold starts associated with short trips. The engine puts out a disproportionate amount of pollution the first few minutes it’s running, pollution that could be avoided if one walked ½ mile instead of driving. I suggest making that clear and also distinguishing that this is referring to health-impacting traditional air pollution not to GHG emissions.
- Discuss in more detail youth’s transportation needs in the background section. Although [this information](#) is about youth’s need for transit, you may be able to pull something from it.
- Profile of Users: Are there no small rural towns where the walk rate is high? Likewise, do any of the images throughout the document depict people walking or biking in a truly small town?
- User statistics: Sharing average statistics is useful, but it would also be useful to include statistics that demonstrate high rates of bicycling/walking where the situation is conducive to bicycling and walking. Some may look at the average rate of 3.1% biking during weekdays in MPOs and think it’s so low that it’s not worth doing anything to improve it.
- Skateboarding and similar modes are mentioned in the policy section, but it might be useful in the background section to include a sidebar about these modes. It’s a small number of people, but the infrastructure and safety needs are similar.

Issues & Opportunities

- p. 26: In this sentence add the fact that communities won’t be able to attract a younger workforce if they don’t provide more transportation choices. “A variety of communities throughout the state are recognizing the need to have walking and biking facilities in order to assure their community members can access jobs and services, as well as provide people choices for travel and recreation.”
- Funding: It needs to be explicitly stated that the funding sources in the state lack flexibility for the most part which puts a stranglehold on utilizing the best solution to whatever transportation problem one is trying to address.

Policies & Strategies

- It's interesting that there is no discussion of facilitating bicycling by evaluating whether it's time for the [Idaho Stop Law](#). This law seems to be proving that it's both safe and effective.
- One thing we've heard from elderly people is that there is not only a need for someplace to sit at the transit stop, but also a need for places to rest along the way if seniors are walking from the transit stop to a place they typically frequent.
- It seems there may be some cases where a great deal of money is spent on a bicycle or pedestrian improvement that will rarely be used, but the improvement is required because a new facility is being built or an old one improved. If the community would like to take the equivalent amount of money and spend it on a nearby improvement that facilitates more bicycling and walking, it seems that there should be flexibility to do so (as long as there really isn't any good purpose, even out into the future, for the bike/ped improvement that's required).
- Strategy 2.2B: No comma after "to": "Inventory the walking and biking system in order to, identify and prioritize filling system gaps"
- Strategy 2.6A: How often are TSPs updated? If the need is identified and prioritized by the community some time after they adopted their most recent TSP, then more flexibility is required to allow the project to be built even if it isn't in the TSP.
- Policy 8.1: The funding issue is one of the primary barriers. Funds should be flexed to the max, and ODOT should advocate for dedicated pots of money to become more flexible.

Considerations

- In the Transportation Funding Overview clarify in the following paragraph that this statement is true only in instances when new road capacity or road improvements are being made: "In Oregon, ODOT pedestrian and bicycle facilities within street, road, or highway rights-of-way that are open to motor vehicle traffic are eligible to receive funding from the Oregon Highway Fund. During any fiscal year, the amounts expended to provide walkways and bikeways must be a minimum of one percent of the State Highway Fund received by ODOT, a city or county."

Investment

- The investment scenarios might be more easily understood if they are depicted visually instead of (or in addition to) words.

Thank you for your consideration of our comments. We look forward to the day when everyone who wants to bicycle or walk to their destination can do so safely.

Sincerely,

Chris Hagerbaumer, Deputy Director
Oregon Environmental Council
chrish@oeonline.org
503-222-1963 x102

January 28, 2016

Ms. Savannah Crawford, Principal Planner
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

RE: COMMENTS ON THE DRAFT OREGON BICYCLE AND PEDESTRIAN PLAN

Dear Savannah:

The update of the Oregon Bicycle and Pedestrian Plan is an important opportunity to build on 25 years of work by ODOT and Oregon communities to make our transportation system safer and work better for walking and cycling. The proposed plan can and should do much more to take advantage of this opportunity. It can do so by including an “action plan” that lays out specific actions that ODOT will take to amend its policies and programs to carry out the plan.

To be clear, the proposed plan is fine as a statement of high-level goals, policies and strategies. The plan also does a good job of identifying issues for further work, such as revising ODOTs design standards to better provide for walking and cycling. However, the plan falls short because it defers decisions about changing ODOT policies or practices for further “consideration” or “exploration” to subsequent processes, without either a clear schedule or commitment to make changes. After 25 years of detailed local and regional bicycle and pedestrian planning and two years preparing this plan, we should be well beyond that. We know enough about important problems and opportunities to begin to translate our good intentions into commitments to change ODOT policies or programs.

Below are four suggestions for specific steps that ODOT should consider as part of “action plan” to carry out the Bicycle and Pedestrian Plan. I suggest that the action plan be adopted by the OTC and include a schedule or timeline for ODOT to complete each of the following within the next six to 12 months:

1. Update the Highway Design Manual to revise roadway design standards to make urban highways safer for walking and cycling, especially for segments posted for 35 mph or less. New or revised standards should include proven, effective measures, including:
 - narrowing travel lanes and turn lanes
 - adding pedestrian crossing islands
 - adding or widening bike lanes and, where there's room, adding buffered bike lanes
 - improving lighting at intersections and pedestrian crossings
2. Amend ODOTs policy for resurfacing state highways in urban areas to include low cost and minor improvements to make walking and cycling safer. This would include narrowing travel lanes, adding or widening bikelanes (where pavement width allows) and adding low-cost pedestrian safety improvements, such as crosswalks or mid-block pedestrian crossings or improved pedestrian signals. The Florida DOT has adopted a policy which is a good model.¹

¹In November 2014, FDOT adopted and FHWA approved standards for urban arterials that call for narrower travel lanes and wider bikelanes. [FDOTs Policy](#) when it resurfaces a roadway is to narrow travel lanes to 11' and to add 7' buffered bike lanes.

3. Scope overlay and other "fix it" projects proposed for the 2018-2021 STIP to incorporate measures to improve bike and pedestrian safety. ODOT staff are just now starting to scope projects for the 2018-2021 STIP. ODOT staff and OBPAAC and others should be given the opportunity to review the projects under consideration and suggest specific measures that should be incorporated or considered in projects as they go forward. While emphasis should be on low-cost actions, like restriping to narrow travel lanes or add bikelanes, ODOT should consider minor expansion of project budgets to allow incorporation of bike and pedestrian safety measures.

4. Direct ODOT to work with DLCD and metropolitan areas to develop performance measures for regional transportation plans that implement the Statewide Transportation Strategy (STS) to significantly expand walking and cycling in urban areas. The STS, accepted by OTC in March 2013, identifies a comprehensive set of changes to state transportation policy and investments that would help the transportation sector help meet state goals to significantly reduce carbon pollution. The strategy calls for metropolitan areas to more than triple the share of trips made by biking and walking over the next 40 years. The STS "Short-Term Implementation Plan, approved by the OTC in February 2014, calls for its proposals to be considered and carried out through the modal plans:

Evaluate the STS strategies and elements for inclusion, as appropriate, into all relevant planning documents to help achieve the STS trajectories. Applicable planning documents may include statewide plans, plan updates, guidance documents, and policy documents such as, but not limited to: ... Statewide Bicycle and Pedestrian Plan Update... (STS Short-Term Implementation Plan, February, 2014, page 16)

Despite this direction the proposed bicycle/pedestrian plan leaves this task essentially undone. OTC should direct ODOT to develop performance measures for use by ODOT and metropolitan areas to help assure that planning efforts monitor and make progress towards this goal. Such measures should include a measure for bike and pedestrian system completeness, i.e. percentage of needed walkway and bikeway miles that are constructed or planned for construction.

If you have any questions about my comments or suggestions, or if I can provide further information, please feel free to contact me.

Sincerely,

Robert Cortright

373 Suncrest Avenue NW
Salem, OR 97304

23cort@gmail.com
503.363.7262

ATTACHMENT 4

Feb. 1, 2016

Savannah Crawford, principal planner
Transportation Development Division, Planning Section
Oregon Department of Transportation
555 13th St. NE, Suite 2
savannah.crawford@odot.state.or.us

Dear Ms. Crawford:

As we discussed over the phone, I am writing to provide input on the draft Oregon Bicycle and Pedestrian Plan currently under development by your department

My story is simple. On Dec. 17, 2013 my wife, Vijay Dalton-Gibson, was struck and killed in a marked pedestrian crosswalk while returning from the Safeway store with our Jack Russell, Cassie, in broad daylight. Since that tragic event, I've dedicated time and effort to promote pedestrian safety. Cassie survived and I care for her to this day. I've attended various meetings including a talk with city planners working on the Halsey-Weidler redevelopment project in NE Portland near where I live. I've also spoken with Portland Mayor Hales and found him responsive to the issue of pedestrian deaths at the hands of motorists in the city.

Existing laws regarding pedestrian safety clearly spell out the rights of pedestrians and responsibilities of drivers regarding right of way in a crosswalk. The rules are described in the Oregon drivers manual as well as in legislation (ORS 811.015 through 811.065). Unfortunately, the rules are routinely ignored by drivers on a daily basis.

It is my earnest hope that the state's plan will contribute to additional efforts to change the driving culture under which pedestrians are regarded as a nuisance. I can't begin to tell you the number of times I've been in a marked crosswalk where the car in the right lane stops, I start across the street and another car, after switching to the left lane, roars right through. Drivers have even flipped me off and cursed at me for having the temerity to legally cross the street.

I submit that part of the plan should include increased provisions for enforcing existing laws regarding pedestrian safety. There may be federal funding to assist. The National Highway Traffic Safety Administration (NHTSA) developed a "driver compliance with pedestrian right of way laws" program a few years ago. I'm not sure what the status of that program is today.

One useful study was conducted in the city of Gainesville, Fla. I believe the report is filed as DOT HS 811 787 "Gainesville, Florida Increases Pedestrian Safety by Implementing Year-Long Program" NHTSA *Traffic Tech* newsletter.

A key item mentioned in the study was increased enforcement of existing pedestrian traffic safety laws. This was phased in with warnings issued during the initial period. Drivers receiving warnings were given pamphlets to remind them of their responsibility to follow pedestrian safety rules. This was followed by the issuance of citations. Plain clothes officers were utilized at crossings to detect driver violations.

Most promising was survey results from crossings not included in the enforcement program. The results show increased compliance with pedestrian rules at these crosswalks as the program was implemented.

I urge you and your colleagues to include increased enforcement as part of the statewide program. Certainly, pedestrian safety is not just an issue for Portland, but affects pedestrians in every part of Oregon. Indeed, the problem is both national and international in scope. It will require a major effort to change an automobile culture where “pedestrians are a nuisance” is so pervasive in our society. Consider the efforts to require seatbelts in cars in the 1970s. Only when police departments were empowered by legislation and officers actively enforced the new rules did seatbelts reach the level of acceptance we see today.

Thank you for your time and consideration.

Sincerely,

Scott Dalton
846 NE 117th Ave
Portland, OR 97220
503/367-0873



February 4, 2016

Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Re: Metro Comments on the Draft Oregon Bicycle and Pedestrian Plan

Dear Chair Baney:

Updating the 1995 Oregon Bicycle Plan is an important step towards achieving our statewide transportation vision and goals. As you know, increasing levels of walking and bicycling is critical to our economic, environmental and community well being and managing the capacity of our transportation network.

We appreciate that the draft plan is evolving to recognize that the state has an interest in identifying and developing a bicycle and pedestrian network of statewide significance, which is defined not by whether that network is on Oregon Department of Transportation (ODOT) facilities, but by outcomes achieved. However, since the plan does not take the step of defining that network, we request that the state recognize the bicycle and pedestrian networks in the adopted Regional Active Transportation Plan as of statewide significance, and furthermore that the networks in the Regional Active Transportation Plan be incorporated into the state network when it is defined.¹ The pedestrian and bicycle networks in the Regional Active Transportation Plan have been developed over many years through extensive collaboration with local governments and the public. They provide the spine for the local pedestrian and bicycle networks and are included in local transportation system plans.

Having clarity on the defined network is critical because state funding processes will look to this and other modal plans for guidance on where and how to effectively allocate funding to achieve adopted policies and plans. Without clarity on what the network is, it is likely that ODOT facilities will be identified as the default, whether or not they are the most critical investment areas. This is supported by policy direction in the Oregon Highway Plan that directs the state to prioritize funding local projects that improve the operation of the state highway system, though not necessarily walking and bicycling (Policy 2.B).

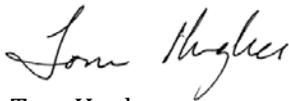
¹ The Regional Active Transportation Plan with maps of the regional bicycle and pedestrian networks can be accessed at www.oregonmetro.gov/regional-active-transportation-plan

At the same time, the draft plan does not clearly articulate how ODOT will implement the plan on its own facilities, including those that are included in the Regional Active Transportation Plan. This is troubling as there is no other plan that fulfills this role. We urge the Oregon Transportation Commission to encourage ODOT to make the Oregon Bicycle and Pedestrian Plan a model for the rest of the country by providing specific actions and standards throughout that will guide ODOT in implementing the plan's vision and goals on its own facilities.

In addition to the comments above the attached addendum identifies additional elements within the plan that may conflict with implementing our Regional Active Transportation Plan. We request that our comments be addressed in the final version of the plan.

We appreciate the opportunity to have been involved in this process from the beginning and that the Oregon Transportation Commission included Metro staff on the Technical Advisory Committee. This plan is an important tool in achieving statewide goals and objectives. Please consider these comments in the context of the Metro Council's support of ODOT's continuing efforts to improve walking and bicycling in Oregon.

Sincerely,



Tom Hughes
Council President



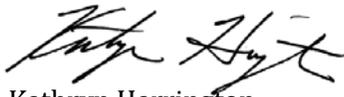
Shirley Craddick
Councilor, District 1



Carlotta Collette
Councilor, District 2



Craig Dirksen
Councilor, District 3



Kathryn Harrington
Councilor, District 4



Sam Chase
Councilor, District 5



Bob Stacey
Councilor, District 6

ADDENDUM

1. The plan includes a set of criteria to identify and prioritize “Regional Paths” in Policy 2.6 that would omit some of the trails (proposed and constructed) identified in Metro’s adopted Regional Active Transportation Plan.

We request that the criteria be changed, removing the specific mileage lengths (second bullet) and population densities (third bullet) so as not to exclude proposed or constructed regional trails in the Regional Active Transportation Plan.

2. The plan does not clearly articulate specific ODOT actions for implementing the plan on ODOT roadways and trails, including those that are identified in the Regional Active Transportation Plan. The plan also removes the state bicycle and pedestrian system map found in the 1995 plan. Furthermore, the plan removes strong and clear language found in the 1995 plan that provides policy direction regarding the role of ODOT facilities in pedestrian and bicycle networks. These elements are important to completing the gaps and deficiencies on the state roadways that are also part of the regional bicycle and pedestrian networks identified in the Regional Active Transportation Plan.

We request that the implementation chapter include clear, actionable items tied to timelines that ODOT will take to implement the plan on state highways. We also request that the plan include a state bicycle and pedestrian system map, similar to the system map in the Oregon Highway Plan. Finally, we request that the plan retain elements from the 1995 plan that provide policy direction regarding the role of state highways in pedestrian and bicycle networks, for example, such as: "In most cities, state highways serve as major arterials, potentially the most important element of a complete network of bikeways and walkways. They are the backbone ..."

3. In Chapter 4, under State Needs, the plan states that the methods for measuring progress of system completeness on ODOT facilities may change *“Historically, ODOT measures progress in providing pedestrian and bicycle facilities by looking at system coverage. The analysis assumes that bikeways are needed on 100 percent of the highway system within urban growth boundaries, and that sidewalks are needed where adjacent development is likely to generate pedestrian activity. This assumption of coverage focus may evolve over time.”* This assertion, combined with the fact that system completeness and system connectivity are not included in the plan’s performance measures is worrisome, given that state highways are important elements of the regional bicycle and pedestrian networks identified in the Regional Active Transportation Plan and many of those facilities have gaps and deficiencies for pedestrian and bicycle travel.

We request the paragraph cited above be removed from the plan, or that more information be provided explaining why, when and how the current method of measuring system completeness would be changed. Additionally, we request that system completeness and system connectivity be included in the plan’s performance measures; percent of urban highways with bike lanes and sidewalks is currently tracked in ODOT’s Key Performance Measures so should be easy to include in the plan.

4. Strategy 8.2A, and the related prioritization framework and implementation strategy in Chapters 4 and 5, includes a set of prioritization criteria for *“identifying and investing in*

pedestrian and bicycle projects.” Providing a strategy for implementation is imperative; however, the criteria are unclear and rigid. For example, including specific project types, such as bicycle and pedestrian bridges, and defining them as elaborate in the criteria is not helpful. Context should determine whether a specific type of project is a critical connection, elaborate, or solving a safety issue. Nor is ranking “completing the system” as a lower priority than “add critical connections” helpful in prioritizing since filling gaps is essentially helping to complete the system (though, until the system or network is defined, it is impossible to tell if filling a gap helps complete it). As written, the criteria and prioritization framework could conflict with implementing regional and local identified priorities.

Additionally, it is not clear how or when the criteria will be applied; the plan states that *“the intent of Strategy 8.2A is not to be a sequential hierarchy,”* but then continues to state that *“in any given funding cycle investments should be tied to the prioritization categories listed in Strategy 8.2A, with more focus on addressing maintenance needs, safety issues, and critical connections, then to completing the system and beneficial but elaborative investments.”* And, *“Strategy 8.2A directs ODOT investment priorities but is also designed to influence regional and local investments towards these priorities as well”* (Chapter 4, Prioritization Framework). Since the plan is implying that the prioritization framework could influence regional investments it is important that the criteria not cause confusion, clearly state how and when it will be applied and clearly acknowledge the importance of context in determining what types of investments and projects should be prioritized.

We request that the language in Strategy 8.2A and the related implementation strategy clearly state how and when the criteria will be applied. We also request that the criteria be revised to be clearer, to not identify types of projects (e.g. bicycle and pedestrian bridges) as examples, nor to refer to certain types of projects as “elaborate,” and to better clarify the distinction (if there is one) between adding critical connections and completing the system. We also request that “high need locations/transportation disadvantaged areas” be better defined. It is not clear from the definition provided if these are areas where there are pedestrian and bicycle connectivity, safety, etc. problems or if these are areas with higher minority, low-income, etc. areas.



Date: February 14, 2016

To: Oregon Department of Transportation

From: Terry Edvalson, Project Coordinator/Manager, Joseph Branch Trail Consortium
700 H Avenue, La Grande, OR 97850, Cell: (541) 377-6355, E-mail: tedvalson@eoni.com

Subject: Online Public Open House Response, Oregon Bicycle and Pedestrian Plan

The Goal 2, Accessibility and Connectivity, Policy 2.6A, criteria for prioritizing regional paths for funding in application, if adopted, is urban centric and leaves out too many rural Oregon communities from the opportunity to develop recreation-based amenities critical to developing rural tourism. Too, rural Oregon lacks bicycle lanes on highways, bicycle byways, and off-road trails in around communities where children and families can safely ride bikes, walk, and socialize. Seventeen of Oregon's 36 counties will be adversely impacted by the application of the 35,000 population and the 15 miles between communities criteria when competing with urban Oregon for bicycle/pedestrian funding to build infrastructure. The disenfranchised counties are:

Population Rank	County	2010 Population¹	Population Estimate 2014²
20	Malheur	30,359	31,470
21	Union	26,691	26,485
22	Wasco	25,515	26,105
23	Tillamook	25,342	25,480
24	Hood River	22,885	23,730
25	Curry	22,335	22,355
26	Jefferson	22,192	22,205
27	Crook	20,998	20,780
28	Baker	16,059	16,325
29	Morrow	11,187	11,525
30	Lake	7,838	9,990
31	Grant	7,180	7,425
32	Harney	7,126	7,265
33	Wallowa	6,820	7,070
34	Gilliam	1,932	1,975
35	Sherman	1,765	1,785
36	Wheeler	1,441	1,440

The Joseph Branch Rail-with-Trail project has just completed its concept planning phase and is embarking on a second phase, an effort to build a pilot project trail segment between Joseph and

¹ US Census Population 2010 Count

² Portland State University 2014 Population Estimate

Enterprise, Oregon. The trail is an example of a project that will be made noncompetitive by application of the proposed *2015 Oregon Bicycle and Pedestrian Plan 2.6A* policy (page 38) to evaluate competitive grant applications. The proposed *Joseph Branch Rail-with-Trail Concept Plan* will fail the following tests:

2.6 A Criteria: “Serves a population base of 35,000 or more along the entire length of the path (inclusive of all communities on its alignment) or is thought to be a significant trip generator;”

The combined estimated population of Union and Wallowa counties where the trail will be constructed is 33,555, 1,445 persons short of the 35,000 threshold. Trip generation possibilities are a function of population that should be based on a percentage of population using a trail or path.

Policy 2.6A in application as it is currently proposed will only make trails competitive for funding in the above mentioned rural counties if one county is contiguous to another county with combined populations of over 35,000. For example, using this criteria, Union and Baker, Union and Umatilla, Malheur and Baker, Wasco and Hood River, Hood River and Clackamas or Multnomah, Morrow and Umatilla, Jefferson and Crook, Jefferson and Deschutes, Lake and Deschutes, and Lake and Klamath counties could qualify for the program if a planned trail route was jointly developed. Trails to be developed only within smaller rural counties will not meet the population threshold criteria.

The result is small rural counties and communities will be disenfranchised from being competitive for bicycle/ pedestrian grant program funding.

2.6A Criteria: “Connects two or more incorporated communities, with each community no more than 15 miles apart”

The proposed 63.05-mile Joseph Branch Trail is divided into six segments for development purposes. While it is preferred the entire trail be developed as a single project, it is more likely to be developed by segment because of funding challenges.

Segment	Distance	Application of Criteria
Elgin to Lookingglass	13.01 Miles	Lookingglass is the location of a ODFW/CTUIR fish hatchery and a few rural homes. It is not an incorporated community.
Lookingglass to Minam	13.28 Miles	Neither Lookingglass or Minam are incorporated. There is a motel, store, and OPRD camp ground in Minam. Put in point for rafting on the Wallowa and Grande Ronde rivers.
Minam to Wallowa	12.79 miles	Minam is not an incorporated community. Wallowa is.
Wallowa to Lostine	8.14 miles	The trail route passes approximately one mile to the north of Lostine, not through the community.
Lostine to Enterprise	10.05 miles	Lostine not directly on the trail. Both communities are incorporated.
Enterprise to Joseph	5.75 miles	Both communities are incorporated

The distance between Elgin, the trail endpoint ,and Wallowa, the first incorporated community, is 39.8 miles. Lostine will require a connecting trail to be included as part of a system. If Lostine is not considered a community on the trail, then it is 18.19 miles between Wallowa and Enterprise. If Lostine is not considered to be on the trail, then only the Enterprise to Joseph segment might qualify for funding. The fact is each trail segment was defined based on logical destinations using towns, communities, or other geographical markers where trailheads exist or can be developed. The 2.6A broad 15 mile criteria clearly do not consider rural circumstances.

The Joseph Branch Trail does meet the following 2.6A criteria:

- Provides a“ ...critical connections” of benefit to the region and the state.”
- “Is a continuous path made up of one or more connected segments that is primarily physically separated from the roadway.”
- “Is identified in adopted Transportation System Plans” (In process)
- “Is endorsed by elected bodies along path alignment”

So what needs to be done to not penalize rural Oregonians in the implementation of policy 2.6A?

1. Eliminate the minimum distance criteria and instead evaluate each project on its inherent benefits. The 15-mile criteria does not reflect trail distances that attract travelers who seek out long distance connected , looped trails—research shows longer trails provide the most economic benefit .
2. Eliminate the 35,000 minimum population count as it makes it more difficult for rural Oregon communities to develop trails and amenities that improve quality of life and promote economic development. Rural Oregon hosts travelers from urban Oregon who come to for rest, recreation, and adventure. It is more likely that urban Oregonians come to rural Oregon to recreate on trails than rural Oregonians going to urban areas to ride their bikes and hike.
3. In weighting the application of criteria for funding bicycle/pedestrian projects, consider the challenges rural communities face in building infrastructure and amenities required to attract travelers to improve our economic circumstance and make recreational opportunities safer for residents.

The application of Policy 2.6A, without modification that accurately reflects the rural circumstance, will disadvantage rural Oregonians. Please allow us to compete with urban Oregon communities on a reasonably level playing field.

c: Craig Sipp, Region 5 Area Manager
Representative Greg Barreto
Senator Bill Hansel
Commissioner

OREGON FREIGHT ADVISORY COMMITTEE



Susie Lahsene
Port of Portland
Chair

Martin Callery
Oregon International
Port of Coos Bay
Vice Chair - retired

February 9, 2016

To: Oregon Transportation Commission: Chair Tammy Baney and
Commissioners David Lohman, Susan Morgan, Alando Simpson
and Sean O'Hollaren

Re: Oregon Bicycle and Pedestrian Plan

Dear Chair Baney and Commissioners Lohman,
Morgan, Simpson and O'Hollaren:

The Oregon Freight Advisory Committee appreciates the opportunity to comment on the draft *Oregon Bicycle and Pedestrian Plan*. The OFAC recognizes the significant policy and program implications of modal plans and was instrumental in development of the *Oregon Freight Plan* in 2011.

The OFAC participated in two presentations on the *Oregon Bicycle and Pedestrian Plan* in 2015. During those presentations, OFAC members urged planners to review the *Oregon Freight Plan* for consistency between the plans, and specifically to develop strategies that eliminate and substantially reduce conflicts with freight movement on freight significant routes in order to maintain and improve safe operating conditions for all transportation system users.

In addition to system safety, preserving freight mobility on those routes significant for freight movement is a key concern. Oregon, a state with diverse geography and vast expanses must access multiple markets – both domestic and international – to sell products and acquire and distribute production materials. The road, rail, marine and air transport systems are essential to providing the variety of industrial operations and related jobs citizens in our state need and want. The transportation system requires safe and unencumbered access to markets for business sustainability and growth.

A well maintained and interconnected transport network can truly be a competitive advantage for all of us; offering alternatives and efficiencies for businesses seeking reliable transportation modes, dependable market access and manageable costs.

Oregon's status as the 14th most trade-dependent state is an indicator of how directly our transportation system serves the economic needs of the state. An efficient freight system relies on preserving key freight routes, with service

availability translating to predictability and lower costs for business. The end result is enhanced revenues for both the private and public sectors that can be used on infrastructure investments and work force growth; critical drivers of the economy in Oregon.

The OFAC commends the *Oregon Bicycle and Pedestrian Plan* strategies that improve safety along freight corridors by removing conflicts between freight and bicyclists and pedestrians. Separating vulnerable users from freight movements on strategic corridors is the safest means to accommodate these users.

Balancing multimodal interests is particularly challenging. The OFAC supports strategies which reduce single occupancy vehicle usage and promote active transportation improvements, but that do not consequently impede freight movement on key freight routes.

As representatives of Oregon's multimodal freight community, the OFAC appreciates the opportunity to comment.

Respectfully yours,

Susie Lahsene, Chair
Oregon Freight Advisory Committee

Martin Callery, Vice Chair
Oregon Freight Advisory Committee

February 16, 2016

618
NORTHWEST
GLISAN
SUITE 401
PORTLAND
OREGON
97209
BTAOREGON.ORG
T503
226
0676
F503
226
0498

Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Re: Draft Oregon Bicycle and Pedestrian Plan

Dear Commissioners,

For the record my name is Gerik Kransky, Advocacy Director with the Bicycle Transportation Alliance. We are a nonprofit organization that has worked for 26 years to create healthy, sustainable communities by making bicycling safe, convenient and accessible.

In pursuit of our shared goals, we would like to commend ODOT on the effort to date with the Draft Oregon Bicycle and Pedestrian Plan and also express some of the concerns that we would like to see addressed prior to final adoption. As these comments make clear, the draft does not meet Oregon's standards in other plans nor does it meet the current Federal recommendations.

Disparity in Planning

We are concerned about the disparity between the current draft of the Oregon Bicycle and Pedestrian plan, which lacks commitments to improving a physical network of streets, and the current ODOT staff proposal for FAST Act compliance in freight planning.

The BTA requests parity between ODOT's current freight and Oregon Bicycle and Pedestrian Planning efforts.

The following ODOT staff proposal (Item D2 in your 2/18/16 agenda) for freight planning shows the importance of comprehensive project identification as a key element in planning. Oregon cannot identify shovel ready projects for funding without this level of detail.

Please direct ODOT to take the example of ODOT's following commitments to freight planning and apply them in the context of the Oregon Bicycle and Pedestrian Plan:

- **Performance Measures:** *ODOT will need to identify appropriate freight system performance measures and amend the OFP to include these measures.*



- **National Goals:** *The act establishes national freight goals. ODOT will need to ensure the OFP or other statewide plan (Oregon Highway Plan (OHP), Oregon Transportation Plan (OTP)) contain language addressing the goals.*
- **Inventory:** *The act requires ODOT to identify and include in the OFP a listing of surface transportation facilities with freight mobility issues.*
- **Investment Plan:** *ODOT must develop a five-year investment plan that addresses issues associated with the aforementioned freight mobility issues.*
- **System Definition and Classification:** *In addition to miles designated as the national Primary Highway Freight System (PHFS) by the Act, ODOT may designate up to 155 miles as Critical Rural Freight Corridors and up to 77 miles as Critical Urban Freight Corridors.*

If the OTC approves the ODOT staff proposal for FAST Act compliance in freight planning we have every reason to believe Oregon should do the exact same thing for bicycle and pedestrian planning. Whether there is a federal requirement or not, it is clear that the best practices in planning include a much greater level of detail than currently included in the draft bicycle and pedestrian plan.

For a clear example of how this can be done professionally, ODOT need look no further than the following leadership on this issue in ODOT’s Region 1 office.

Existing Conditions

In order to be successful, the Oregon Bicycle and Pedestrian Plan needs a better assessment of existing conditions. ODOT Region 1’s *Active Transportation Needs Inventory* provides an excellent process and example, and should be replicated statewide. All the routes from this assessment should be incorporated into the plan, and the plan should set policy direction, assign accountability, and include a timeline for completion of similar inventories in all of ODOT’s regions.

Both the Oregon Transportation Options Plan and the Oregon Freight Plan include comprehensive evaluations of existing conditions such as service coverage by geographic area and anticipated freight demand by corridor. A similar approach to identifying current and future bicycle and pedestrian facilities should be included in the Oregon Bicycle and Pedestrian Plan.

The US Department of Transportation Federal Highway Administration also recommends¹ a far more comprehensive “Assessment of Current Conditions and Needs” than the Oregon Bicycle and Pedestrian Plan currently includes. Oregon’s draft does not

¹ http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/inter.cfm



meet Oregon's standards in other plans nor does it meet the current Federal recommendations.

Please direct ODOT to ensure the Oregon Bicycle and Pedestrian Plan codifies the entire Region 1 *Active Transportation Needs Inventory* as the designated biking and walking network for that area. Additionally, please ensure that this plan directs all ODOT regions to conduct similar inventories.

Dedicated Funding

Finally, as we requested in a letter to the OTC dated January 21, 2016, please consider creating a designated fund to support future construction of Oregon's Bicycle and Pedestrian Plan Projects.

ODOT's draft Bicycle and Pedestrian Plan needs to be implemented, including protected bicycle facilities on ODOT roads as a key tool to keep freight moving and provide people safe, easy access to jobs. ODOT should anticipate construction of bicycle and pedestrian projects in accordance with plan goals in the future.

Please consider using Oregon's windfall from the FAST Act to establish dedicated funding for the badly needed bicycle and pedestrian projects that help people access jobs and reduce congestion.

Thank you for your work to make Oregon's roads safe for everyone, regardless of how they choose to travel.

Sincerely,



Gerik Kransky
Advocacy Director



2/16/2016

To: Oregon Transportation Commission

Re: Public comments on the Oregon Bicycle & Pedestrian Plan Update
Feedback session held on 2/9/2016

GENERAL COMMENTS ON THE PLAN:

- There is no acknowledgement of the variety of users. People bike+walk for recreation, commuting, errands, other general transportation. Additionally, the idea of people having a different level of comfort on different infrastructure or routes isn't addressed (e.g. The 4 types of cyclists). Acknowledge and address this type of variety in needs or users.
- **Performance Measures**
 - Need more performance measures and stronger performance measures - Missing areas like:
 1. Equity
 2. Connectivity of the system (are gaps filled?)
 3. Access:
 - a. Access is more than just to transit, which is the current performance measure.
 - b. What about access to services (stores, schools, doctors)
- Since this is a state plan there should be a focus on developing and promoting a statewide network with a map, assessment of which parts are complete, require maintenance or require construction, and what the priority structure and timeline is like. The plan as it stands reads as a vague intention to invest in active transportation. To become a meaningful and useful PLAN, it requires specifics that the plan prioritizes (not just an intention to identify them), a timeline of when projects will be completed by, and performance measures to determine if projects were actually accomplished.
- The plan should think of various kinds of investments such as public-private partnerships, private funds, tax reduction for property owners (including homeowners)

Goal 1: SAFETY

- 1.1=> Big difference between *accommodating* and *prioritizing*.. Change to "All ODOT facilities in urban areas shall include safe and comfortable facilities for people walking and biking"
- 1.2=> Require annual workshop on rights of the road for bikers and pedestrians and on distracted driving to maintain license. "Education" will fall short any other way.
- 1.2 => Develop a system to create positive interactions between peds/ cyclists/ vehicular traffic.
- 1.3 => States *funding* for safe routes to school, none of the strategies address the need for actually funding for SRTS programs +infrastructure.

- 1.4 => Essentially meaningless as written. Consider “improve the perceived safety of people walking and biking. Establish performance measures.
- 1.4 => What is personal security?
- 1.4 => What does *personal security* mean? To me it implies removing responsibility from drivers and onto cyclists/pedestrians.
- Please address bicycle security issues at all levels; Prevention, enforcement, recovery +Establish standards and grades for bike security facilities statewide.
- Please prioritize bike +pedestrian safety in transit corridors.
- Better partner with ODOT staff addressing approaches to incorporate connected/ driverless vehicles.
- Engage bike/pedestrian advocates in this work and codify this collaboration in the state bike/ ped plan.
- Improve overall safety, not just a *sense* or *feeling* of safety. Feeling safe is important but actually improving the safety of users is key.
- Dedicated funding for safe routes to school for all schools.
- “Personal Security” is vague.
- Accommodate a variety of users, not just cars!
- Be specific about addressing safety on highways- especially in high-crash corridors.
- Recognize, in policy, that motor vehicle crashes are a leading cause of death for young people in Oregon, and speed is almost always a factor.
- Promote individual safety for peds/ bikes- a more customized perspective.
- Performance measures should be clearly attached to each goal discussion, not relegated to the appendices.
- Evaluation of the reduction of single occupant vehicles in setting of growing population with increased access to ped/ bike mode of travel.
- Stronger emphasis on education in the safety goals.

Goal 2: ACCESSIBILITY + CONNECTIVITY

- When will inventory be performed? NO mention of date
- How will projects be prioritized? No guidance
- Documentation of existing conditions are necessary in the section
 - What are the missing links in the network?
 - What are the most dangerous sections?
- Include maps

Goal 4: ECONOMIC VITALITY

- Dedicate resources to quantifying economic benefits of walking and bicycling, including health and climate benefits.

Goal 5: EQUITY

- 5.1=> What existing work have you done to support this already?

- 5.2=> Include barriers to public participation +Bring representatives from low-income & communities of color to the table for projects to make decisions
- 5.3=> Just integrate! Language needs to be stronger.
- 5.5 =>Be more specific about how much funding will be dedicated to doing this.
- Equity analysis uses the term *disadvantaged* a lot but what does that mean? More specifically in the context of rural communities what does that mean?
 - I think this word is too generic and I worry that people that we don't typically consider as *disadvantaged* will be left out.
- In some locations, new sidewalks are installed (ie. SE Division & 148th) but there are no crosswalks in sight for several blocks/ miles. Making sure sidewalk and crosswalk installations are coordinated is important for safety and equity.
- MAPS! Similar to the Equity Atlas.
- Understand the barriers and needs for effective public participation by different immigrant/ refugee groups +Focus in customizing messages that make policies meaningful to these groups.
- With limited resources, ODOT might focus on some specific area for investing. I think the plan should focus on how to provide access to those who have no connection to bike or pedestrian roads rather than improving existing road/ bike lanes.
- Who are disadvantaged? Too vague, please define.
- What is an under-served area? How/ why is it under-served?
- Include specifics to how to overcome being under-served.
- Define *disadvantaged* in terms of ages, abilities, incomes, levels of investment, race, etc. This word may mean different things to different people in different places (urban/ rural/ suburban).
- Issues regarding seniors should be included in equity goal.
- As population ages, public transportation needs to increase to align to access to services.

Goal 6: HEALTH

- Language makes it seem like air quality/ physical activity improvements will only help chronic disease
 - What else?
 - Define public health goals.
 - What is it consistent with?
- What is the current mode split?
- What are the current vehicle miles traveled by in the state +Provide info that can help measure success!!
- All around consistency with other plans?
- Promoting biking / walking is vague, more definite goals needed.
- Should not just be marketing campaign- need to back up promotion with improvements to bike + walk network.
- Don't just "meet" the goals, exceed them!
- Set the standard for other states to follow.
- Lower the frequency of 1-3 mile automobile trips.
- Make it attractive/convenient for parents + children to go to grocery stores on foot/ bike.
- "Provide opportunities" not good enough. Change to "make bicycling and walking an attractive and viable option for most trips."

- Are there studies that show how walking and biking improve mental and social health as compared to auto-centric travel?
- Health should include aspects beyond physical activity.
- Change “*promote*” to “*ensure*” that walking and biking improvements are made to address specific health issues/ outcomes!!
- Include community health measures under performance measures.
- Monitor obesity rates+obesity related diseases in the population.
- Health should be higher than goal six in priority.

Goal 8: STRATEGIC INVESTMENT

- 8.1 => Dedicate/secure funding rather than “seek funding”
 - What are the existing gaps?
 - Data collection?
 - What types of facilities will be prioritized?
 - Does this align with your equity goals?
 - Investment in safe routes to school for all schools?
- 8.1 => “Seek funding” is such a cop out out in language and implies to me that there’s not guarantee that funding will actually be provided
- 8.1 => “Seek funding” is this step one in achieving “strategic investment”? What if you can’t find funding (rural or with limited planning staff/capacity), then what?
- 8.2 => what is the system?!
- 8.4 => “be opportunistic” is this strategic? is this action oriented?
 - Strategic investment should provide language of “how to”, what are the steps, how can a place go about finding funding
- 8.4 => “Be opportunistic in leveraging funding” makes almost no sense and is neither strategic nor a serious plan
- 8.4 => “Leverage Funding”
 - Adding extra language like “be opportunistic” or “identity” takes away from the urgency of these necessary investments.
- What is the “existing” system? Where are the “gaps”?
 - Coordinating with local, county, regional jurisdictions
 - Data collection? Existing conditions?
 - Leveraging funding should be programmatic/intentional! ODOT needs to be flexible when new opportunities are discovered
- Work on repealing law that says gas tax \$ cannot be used for anything other than highways. Could be new source of funding.

Goal 9: COORDINATION, COOPERATION, COLLABORATION

- 9.2 => information- resources - assistance - etc.
- Work actively and collaborative also with other states and provinces for best practices and effective approaches for advancing bike/ped mobility at a comparable scale

- Provide design expertise to communities that gives them the latest in bike/walk infrastructure design, like NACTO guide. Also adopt NACTO guide statewide!
- Include Metro's Regional Active Transportation Plan bike and ped network designations in the state plan. This will increase coordination, cooperation, and collaboration.
- Recognize that bike + ped + disabled access are job security engines too. Road diets + sidewalk/footpath construction add to capital investments
- Developers can do more than not building parking for cars to be considered bike friendly or a higher walk score
 - Why just "information"
 - What else can ODOT provide?
- Provide local jurisdiction with strategic design plans to encourage bicycling and walking
 - Assist the communities without resources to document existing conditions and plan for improvements
- Collaboration with agencies and advocacy organizations to ensure affordability of housing near infrastructure improvements
- Where are the measurements to see if any of this is a success?
- Transportation + landscape have typically operated in silos. Making sure different departments coordinate w/ each other, specifically in regards to Affordable Housing, transportation, land use; where employment should take place.
- Portland adopted "Portland Bicycle Plan for 2030". The state plan should be coordinated with existing bicycle and pedestrian plans.



February 15, 2016

RE: Comments on Bicycle and Pedestrian Plan 2015

Dear Bicycle and Pedestrian Update Project Staff,

I appreciate the opportunity to comment on the draft plan to improve conditions for bicycling and walking in Oregon. On behalf of Cycle Oregon, a non-profit organization dedicated to transforming individuals and communities through bicycling, and as a member of the Salmonberry Trail Interagency Board and a participant in the Scenic Bikeways program I am submitting comments on the Oregon Department of Transportation's Bicycle and Pedestrian Plan.

Cycle Oregon has been working to promote bicycling as a method for increasing bicycle tourism as an economic development opportunity in rural communities. Since Cycle Oregon was founded in 1988 this industry has boomed, resulting in nearly \$400 million in revenues for Oregon communities annually. In small towns across the state the importance of this cannot be understated. Our comments focus on continuing to build a vibrant bicycle tourism industry in Oregon.

Safety

Policy 1.2: An emphasis on safety is essential to growing a robust bicycle tourism industry. In light of the growing number of bicycle tourists special attention should be paid to these types of riders for targeted safety messages. Please note that their riding behavior differs from commuters. Information should include laws about riding abreast, tips for riding around agricultural equipment and laws for motorists about the rights of cyclists.

Strategy 1.2A: Add bicycle tourists to audience in need of targeted education and outreach on rules of the road. In addition, please consider Cycle Oregon a partner in the development of materials, creative distribution methods and dissemination of information to users.

Strategy 1.2B: In addition, I encourage you to educate motorists on basic rules of the road, particularly as they relate to bicycles in the roadway.

Strategy 1.2C: Commonly used "Share the Road" confuse road users about exactly who should be doing the sharing. We recommend "Bicycles on Roadway."

Strategy 1.2D: Consider including e-bikes on this list.

Policy 1.4:



Strategy 1.4A: To improve statewide implementation and efficient use of funds, develop and share best practices documentation for bike parking.

Accessibility and Connectivity

Strategy 2.2B: Coordinate with Scenic Bikeways, Travel Oregon and their Bicycle Tourism Studios and other bicycle tourism leaders to inventory the bicycle tourism system and its gaps and incorporate into relevant plans, processes, and investment decisions.

Policy 2.3: Emphasize economic impact of bicycle tourism as part of unique needs of rural communities.

Strategy 2.3B: Include bicycle tourism programs (Scenic Bikeways, local bicycle routes) as part of improving way finding signage and maps to facilitate user connections and ease of use of the system.

Policy 2.5: This is very important to the growth of bicycle tourism and I strongly support maintaining this language in the document.

Policy 2.6: Add language about the economic impact of bicycle tourism in the state and in rural communities. See Travel Oregon for the most recent data.

Strategy 2.6A: Increase distances between communities or drop language (no more than 15 miles apart) all together.

Mobility and Efficiency

In general, I'd like to see bicycle tourism represented more strongly and clearly in this section.

Strategy 3.1A: Add bicycle tourists to this section and note placement of rumble strips and use of chip seal as impediments to mobility.

Strategy 3.1C: Add bicycle tourists.

Strategy 3.2C: Change language to be inclusive of bicycle tourism (sometimes the best bicycle tourism route is not necessarily the most direct).

Community and Economic Vitality

Add bicycle tourism to this section.



Performance Measures: Recommendations

- # of PSAs or safety campaigns with collaboration partners
- # of users on Scenic Bikeways and fatalities/injuries
- # trails built/\$ allocated to trails
- Rural vs urban \$ allocated
- # projects that promote tourism

Thank you again for your good work developing this plan.

Best Regards,

Alison Graves
Executive Director
Cycle Oregon



Lane Area Commission on Transportation

895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4283 (office)

February 16th, 2016

Oregon Department of Transportation
Mill Creek Building
Transportation Planning Unit, Ste. 2
555 13th Street NE
Salem, OR 97301-4178

Dear Oregon Bicycle and Pedestrian Plan PAC:

On behalf of the LaneACT please accept this letter as written testimony for the draft Oregon Bicycle and Pedestrian Plan. The LaneACT received a presentation from ODOT staff, Savannah Crawford, on February 10th, 2016, and we appreciated the opportunity to learn more about the draft Plan. LaneACT members have also read through the draft online materials and request that you consider these written comments prior to finalizing the Plan.

We understand the time and effort that it has taken to put this draft Oregon Bicycle and Pedestrian Plan together and recognize that it must represent a broad range of stakeholder opinions. The Plan creates a framework for decision making and will help balance trade-offs in a variety of circumstances. That said there are a few specific areas we request be modified. The following are three key points the LaneACT would like you to consider:

- **Strategy 2.6a—Regional Paths Criteria:** The 35,000 population threshold will likely put rural communities at a disadvantage for future prioritization of bike and pedestrian connectivity projects.
- **Rural and urban interests:** In addition to Strategy 2.6a, the LaneACT believes there should be a greater balance of tradeoffs between urban and rural priorities in the plan. As currently written, there appears to be more emphasis placed on urban areas rather than connecting rural communities.
- **Goal 4—Community and Economic Vitality:** We appreciate the reference (page 15) to a 2012 study, commissioned by Travel Oregon, that found Oregon bicycle tourism brought in \$400 million annually and supported 4,600 jobs within the state. The LaneACT encourages stronger goal and policy language to note the economic benefits of improved bike and pedestrian facilities.
- **Implementation:** The four funding scenarios (pages 62–66) suggest there is currently inadequate funding to implement much of the plan. We suggest a key implementation step is to pursue funding specifically Scenario 3 (Phase I of what we need to do) or Scenario 4 (Phase II of what we need to do) as part of a larger transportation package to be considered by the Oregon legislature.

As LaneACT Chair, I would like to respectfully submit these written comments into the record. Please consider them when finalizing the Plan. We look forward to hearing how LaneACT input can be incorporated in the final Plan and anticipate a continued strong partnership with ODOT to make Oregon a more bike and pedestrian friendly State!

Respectfully,



Sid Leiken
LaneACT Chair

February 17, 2016

Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Re: Draft Oregon Bicycle and Pedestrian Plan

Dear Commissioners,

We the undersigned would like to express our gratitude, again, to the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) for your commitment to improving conditions for walking, biking, and transit in Oregon. What follows is a reiteration of our comments to you from November 13, 2015. We would like receive a response from you on these topics and look forward to working with you on these important issues.

A comprehensive Oregon Bicycle and Pedestrian Plan is crucial to our success in making these healthy and affordable modes of transportation safe and accessible for all Oregonians.

In pursuit of our shared goals, we would like to commend ODOT on the effort to date with the Draft Plan and also express some of the concerns that we would like to see addressed in the Oregon Bicycle and Pedestrian Plan prior to final adoption.

Existing Conditions

In order to be successful, the Oregon Bicycle and Pedestrian Plan needs a better assessment of existing conditions. ODOT's Region 1 Active Transportation Needs Inventory and Assessment provides an excellent process and example, and should be replicated statewide. All the routes from this assessment should be incorporated into the plan, and the plan should set policy direction, assign accountability, and include a timeline for completion of similar inventories in all of ODOT's regions.

Both the Oregon Transportation Options Plan and the Oregon Freight Plan include comprehensive evaluations of existing conditions in terms of service coverage by geographic area and anticipated freight demand by corridor. A similar approach to identifying current and future bicycle and pedestrian facilities should be included in the Oregon Bicycle and Pedestrian Plan.

The US Department of Transportation Federal Highway Administration also recommends¹ a far more comprehensive "Assessment of Current Conditions and Needs" than the Oregon Bicycle and Pedestrian Plan currently includes. Oregon's

¹ http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/inter.cfm

draft does not meet Oregon's standards in other plans nor does it meet the current Federal recommendations.

Safety

At the highest level, this plan should reflect a policy that will "Provide well-designed streets and highways that are safe for people biking and walking." All related strategies should pursue this directive, including both infrastructure elements and related education and encouragement components. The recently adopted Transportation Options Plan incorporates comprehensive information about state-supported programs such as Safe Routes to School, which should be more closely referenced in this Plan. Further, there is a missed opportunity in not more strongly linking such education/encouragement programs with infrastructure built by the state and local partners.

Equivocation in the language throughout the plan's policies and strategies dramatically undermines its intent. Creating safe streets for people walking and biking requires narrower travel lanes, slower vehicle speeds, more physical protection, more sidewalks and bike lanes, and savvy and comprehensive public education. Nowhere in the plan language is this direct and well-understood approach to safety made into policy. This omission will not serve Oregonians of all ages walking and biking now or in the future.

Performance Measures

We strongly urge the Commission to request inclusion of an explicit commitment to including true Multimodal Level of Service performance measures in the context of the Oregon Bicycle and Pedestrian Plan. It is arguable whether or not such a measure is ready to direct projects today, but it is essential that Oregon commit to applying a new multimodal standard within the plan period. Merely identifying it as a potential new tool is insufficient; this plan must commit resources to developing this approach and include policy ensuring its adoption.

Maps

Updates to the functional classifications of ODOT facilities incorporating 2015 conditions are required in order to accurately reflect Oregon's commitment to improved bicycle access on specific streets. Further, the plan needs to include specific projects that make up a complete network of Oregon's desired bicycle and pedestrian facilities. Without this level of policy change and route identification, the plan lacks a comprehensive approach to achieving its stated goals.

Both the Oregon Transportation Options Plan and the Oregon Freight Plan include maps of current service areas, levels of coverage, and anticipated demand for each mode and topic plan. A similar approach should be incorporated in the Oregon Bicycle and Pedestrian Plan, yet does not exist in this Plan.

For an example of how this can be accomplished, please see the draft Statewide Bikeway Network of the Arkansas Bicycle and Pedestrian Plan.² This plan is currently out for public comment in the State of Arkansas, and Oregon's omission of a similar commitment to complete bicycle and pedestrian networks will immediately stand out as an error that will get worse over the 25 years of our plan's lifespan.

Equity

It is our assessment that a more thorough treatment of Oregon's commitments regarding racial equity is required. The plan should, at the least, identify anticipated and current user groups by race, color, and/or national origin and identify how and where Oregon will help ensure access to safe walking and biking infrastructure for people of color, low income communities, and those who cannot or do not drive a private vehicle. In addition, there needs to be additional language around how diverse groups will be directly involved in decision making and addressing the historical context that impacts access to, and participation in, the benefits of walking and biking.

Title VI of the Civil Rights Act and Americans with Disabilities Act legal requirements should be the baseline for this plan and policy language should reflect our state's commitment to go beyond the baseline to create truly equitable outcomes for our transportation system and all Oregon residents.

Thank you for taking our comments into consideration. We look forward to continuing to support this effort and working to make Oregon's Bicycle and Pedestrian Plan the strongest and most visionary statewide plan for active transportation in the country.

Sincerely,

Heidi Guenin
Alternate, Oregon Bicycle and Pedestrian Plan
Policy Advisory Committee

Gerik Kransky
Member, Oregon Bicycle and Pedestrian Plan
Policy Advisory Committee

Noel Mickelberry
Member, Oregon Bicycle and Pedestrian Plan
Policy Advisory Committee

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http://www.arkansasbikepedplan.com/sites/arkansasbikepedplan.com/files/Complete%20Plan_LowRes.pdf

Jerry Norquist
Member, Oregon Bicycle and Pedestrian Plan
Policy Advisory Committee

Kari Schlosshauer
Alternate, Oregon Bicycle and Pedestrian Plan
Policy Advisory Committee

Jenna Stanke Marmon
Member, Oregon Bicycle and Pedestrian Plan
Policy Advisory Committee

Dan Thorndike
Member, Oregon Bicycle and Pedestrian Plan
Policy Advisory Committee

Cc; Amanda Pietz
Savannah Crawford
Talia Jacobson



February 16, 2016

To: Oregon Transportation Commission

From: Katie McClure, Executive Director, Oregon Healthiest State and the Oregon Healthiest State Steering Committee:

Mike Alexander, Retired CEO, Urban League of Portland
Jorge Casimiro, Vice President and COO, Global Community Impact, NIKE
Mark Ganz, President and CEO, Cambia Health Solutions
Anne Kubisch, President, The Ford Family Foundation
Joe Robertson, President, Oregon Health and Science University
Lynne Saxton, Director, Oregon Health Authority
Greg VanPelt, Director, Oregon Health Leadership Council
Duncan Wyse, President, Oregon Business Council

Re: Review and Comments on Oregon's Bicycle and Pedestrian Plan

Oregon Healthiest State is a strong supporter of any and all improvements to bicycle and pedestrian (and transit) infrastructure in Oregon. We are particularly interested in improvements that make it easier for communities experiencing disparities to access daily activities like work, school, grocery stores, parks, and community and social events. This infrastructure is crucial to building community, more opportunities for natural movement and physical activity, and reduced financial stress. All of these things lead to improved wellbeing.

Healthcare costs in Oregon and across the country continue to rise. According to the Bureau of Economic Analysis, in 1997 the per capita health expenditures in Oregon were less than \$3,000 while in 2012 they had almost doubled to over \$5,800. Oregon is a leader in innovating within the healthcare system, however a very real opportunity exists to reduce the need for costly care. Transportation infrastructure can play a major role here. For it to have an impact it needs to be focused and it needs to build upon our strong history of being a national leader in bicycle and pedestrian improvements.

Health disparities in Oregon are stark. While one in four Oregonians are obese, that rate for American Indian / Alaska Native, Latino, and African Americans, and in some rural counties climbs to 35-40 percent. Obesity – a risk factor for diabetes, cancer, heart disease and stroke – is the number two cause of death among Oregonians. In Oregon, obesity related medical costs reached \$1.6 billion in 2006 and has certainly risen since then.

For these reasons, we ask that the committee seriously consider the comments in the attached review provided by Dan Burden – particularly those around strengthening the language related to equity and disparities. Oregon is a (arguably ‘the’) leader in this space *and* we have serious needs... our planning document should reflect that.

We appreciate the opportunity to provide input and also appreciate the complexity of building a plan that reflects the interests throughout the state and provides flexibility for each community to act based on their unique needs. We’ve tried to provide both high level and specific feedback to assist in efficiency. Thank you for considering this input. Please let us know if you have any questions.

Notes on the Draft Oregon Bicycle and Pedestrian Plan

Provided by Dan Burden, Director of Innovation and Inspiration for Blue Zones, LLC

Oregon was the first state to advance bicycling (1971), and is well known and respected for its leading work in both walking and bicycling systems and tools. Much has been pioneered, placed on-ground, and proven. The original Oregon bicycle and pedestrian master plans (1995) are now 21 years old. Everything in transportation, but especially the importance of walking, is now recognized by practitioners, yet remains under-valued and unproven to remaining skeptics. The State plays an important role in providing the guiding framework: policies and practices that “lift” the knowledge and interests of all people so all communities can bring about accurate, sustainable, healthy and prosperous streets for all.

It is vital that we prepare for the future of all things healthy and sustainable within the built environment. In the last couple of years the U.S. military has recognized that from this time forward our world will be more Volatile, Uncertain, Complex and Ambiguous (VUCA). This unsettling future especially applies to our built environments.

We know that individual health is influenced as much by design of roads and streets, neighborhoods and cities as it is by diet or medical care. Changing built environments so that walking, biking, and using transit are natural and rewarding parts of peoples’ daily lives is not only good for individual health, but also community and environmental health by reducing costs, pollution especially greenhouse gases, noise, and congestion, among others. Fortunately, these same measures lead to the most affordable, sustainable and resilient outcomes for building, maintaining and operating a community. For example, taxes are proving to go down when walking scale is introduced. However, we must overcome a history of Simple, isolated, non-coordinated, un-collaborative, often politically driven, sets of solutions in transportation and land use practices have put us deeply into single-mode transportation conditions, and only the best, most holistic, flexible, empowering and energizing plans that deal with all these complexities will extricate us.

To increase public safety, accessibility, equity, resiliency, and a community’s overall Well Being Index (WBI), measures (policies and practices) must be taken to reduce Vehicle Miles Traveled (VMT). States, counties, cities and towns reducing their VMT’s the most, thus shifting their mode shares, are moving toward health and wellness goals. Even small shifts in VMT levels can make funds available for vital active transportation and placemaking projects. Transportation must be a leader in achieving safe, compact, higher density, mix-use, income, and age-friendly development, and overall more sustainable patterns and systems; be a full partner in leveling and reversing growth of VMT; and achieve lowered target speeds (the speed intended for drivers to travel) in many urban and town centers. All of these elements are needed to reverse the erosion of health and transportation equity, and creation of high auto-dependency and silo driven development practices.

A shift in the built environment design philosophy has occurred. New focus on building cities around people, not their machines, sets a new path. Oregon must now focus on reducing motorized trip

generation, which calls for new patterns of sustainable urban (and small town) infill, not simply building more lane miles.

Thus, the bar height for a 2016 Oregon Bicycle and Pedestrian Plan must be raised significantly higher than this draft. This document is a well prepared, but it reads like it has been watered down significantly. It seems to me, as an outside reader, to have been bled of its boldness, essences and energy. Oregon needs and deserves more than what this draft offers.

I see numerous holes and missed opportunities in this document; reviewers can fix some of these within this document, while others may need to be integrated with other plans in other ways.

With limited time for review and no direct involvement in the lengthy process to create this plan, I may have overlooked a number of already included items, for which I apologize. That said:

Weaknesses in this plan include:

- Too little challenge to the status quo,
- Lack of measurable goals for increasing walking and bicycling,
- Lack of measurable goals to create an operational “choice-supportive” transportation system,
- Insufficient measurable benchmarks, targets, and tools to know how you are doing in all areas,
- A safety policy section that is especially weak and misses many key design solutions,
- Document does not feel linked, connected to, or associated with other progressive growth strategies, especially land use designs that produce health, wellness, sustainable mobility, resiliency and walking/livability patterns and opportunities,
- Plan lacks sense of urgency, hence is not compelling,
- Lack of detail on important action items, such as how to address transportation equity, gentrification and their complexities

Additional Framing Needed: Many of these next few comments are found in the plan text, but to summarize key language and to then expand upon it with the list of document recommendations, this document must:

- Set policy foundations that will guide communities who seek multi-modal inclusion.
- Significantly set a new course from the last plan. The old plan was a national cutting-edge document for its time, but this future-facing plan must take on many additional city-making issues not considered in 1995.
- A plan that addresses its essential partner, land use development.
- Changing national and regional real estate trends, housing needs, demographics and disaster preparedness all must play roles in shaping this plan. This broader picture calls for integrating this plan with other state, regional and local plans and visions.
- The plan needs to have both internal and an external components. Which elements of this plan should become part of land use or health blueprints for each community? How will this plan achieve this integration?
- A plan integrated with transit planning, with first and last mile walking and bicycling contributions to transit.
- A plan that adequately addresses many incentives that have been built for single occupant driving, including free parking, orientation and location of buildings and building mass or

footprints, creation of super blocks, lack of street connectivity and other factors dictating ease for people driving.

- Importance of safety, but also recognizing that until walking/bicycling/transit are more comfortable, rewarding and convenient it is unlikely that needed numbers to support safer conditions will be achieved.
- Supports broad community health and development visions.
- A plan that includes its connections to placemaking and the broader role of streets as places,
- A plan that clearly outlines implementation steps, especially for:
 - Elected leaders,
 - Business leaders,
 - Advocates, and
 - Technical professionals

Document Section	Recommended Revisions
Introduction	<p>PAGE 10: Strengthen the vision and plan framework by stating overarching goals, or state the goal statement for the nine goals in a direct, bold, and measurable way.</p> <p>For example, overarching goals could read:</p> <ol style="list-style-type: none"> 1. Create a transportation system that is safe, comfortable, and convenient for all users of all ages, incomes, and abilities (<i>see Chapter 3: Policies and Strategies for more detail on safety, accessibility and connectivity, mobility and efficiency, and equity that support this overarching goal statement</i>) 2. Make significant shift towards walking and biking as a sustainable transportation mode (<i>see Chapter 3: Policies and Strategies for more detail on sustainability, strategic investment, community and economic vitality and health</i>) 3. Innovate and continue to be an early adopter of best practices in active transportation –pedestrian and bicycle—infrastructure (<i>see Chapter 3: Policies and Strategies for more detail on coordination, cooperation and collaboration</i>) <p>In addition to better stating the goals, include targets or measurable outcomes from implementing this plan document. For example:</p> <ul style="list-style-type: none"> • By 2030, [10]% of all trips in the State will be made by walking and [15]% by biking. • By 2040, [15]% of all trips in the State will be made by walking and [25]% by biking. • By 2030, the percent of children walking and biking to school will increase [30]% over 2015 numbers. • Crash rates will continue to decrease with a goal of zero pedestrian/bicycle fatalities or serious injuries by 2025. • All streets will be ped/bike- friendly. • New facilities are prioritized bases on context-sensitive approaches that take into account, need, surrounding land-use and nine goals—safety, equity, quality of life, etc. <p>Then go into developing the vision – how the plan was developed – i.e. via steering committee and stakeholder input.</p> <p>PAGE 11: <i>Bike/Ped Plan Outline</i>, seems out of place and redundant to Table of Contents –</p>

	omit
Background	<p>PAGES 16-17: List Health, Environmental and Mobility Benefits (similar to how economic growth benefits are listed). This will make this section more readable.</p> <p>Place added focus on age-friendly and equity gains in this broader section, as well as, social and quality of life benefits. The number of people who feel comfortable walking or riding bicycles is a measure of the quality of life in a city of any size. The presence of many people walking and bicycling is an indication that there is a strong sense of community, people feel safe being outdoors, social interactions can occur openly (high factor of “bump-into-ness”), and people of all ages and incomes can have access to public and private facilities.</p> <p>The relationship between health and the built environment is not new. Many health challenges are directly related to transportation choices, land use patterns, infrastructure and accessibility. The prioritization of an active transportation (walking, biking, and transit) network is an important part of the solution to today’s public health crisis.</p> <p>An age-friendly emphasis, for example, illustrates how walkability/bikeability supports all ages and abilities within a community. It reduces isolation; keeping elders—today the average male will outlive his ability to safely drive by 7 years and women by 10 years (AAA study)— socially engaged and active, thus out of long term care facilities. The same safe, comfortable and convenient walking and biking pathways enable children to bike/walk to school, providing them with much-needed physical activity and reducing the need for busing or automobile trips by parents.</p> <p><i>Are children in cities such as [Portland] more mobile than children in more suburban-style communities within Oregon because they can get around more easily on foot, by bicycle, or by transit? --This same question could be asked about elders.</i></p> <p>In 2015, a research review was done by University of Chapel Hill (http://activelivingresearch.org/SRTSreview) on benefits of SRTS program. Key findings include:</p> <ul style="list-style-type: none"> • Actively commuting to and from school could improve mental and physical health • SRTS has increased the number of students who walk or bike to and from school • Unsafe routes make it harder for students to walk or bike to and from school. SRTS has made it safer for students to walk or bike to or from school • SRTS can lower health care and transportation costs for school districts and families <p>Additional benefits:</p> <ul style="list-style-type: none"> • Children who walk and bicycle to school do better academically. (http://saferoutespartnership.org/resources/academic-research) • Providing regular exercise opportunities for children. Children need a lot of movement for their physical and mental well-being. With school systems reducing time for recess and physical education and parents more reluctant to allow their children to play freely outside, U.S. children get less exercise now than they did 20 years ago. At the same time, there has been a rise in childhood obesity and related diseases like Type 2 diabetes. In addition, lack of physical activity has been associated

with ADD-type behavior.

Traffic has a profound impact on community life. Donald Appleyard, a livability pioneer and scholar, measured the impacts of traffic on three similar (except for traffic levels) neighborhood streets in San Francisco. He found that light traffic streets with slow speeds and houses that provided “eyes on the street” (natural surveillance) helped knit a community together. In contrast, heavily traffic streets actually rip the community apart and fewer social ties could be created. The conclusion: On average people had three friends per person on light traffic streets, and on the heavily traffic street 0.9 friends per person. The health consequences of being socially isolated (feeling lonely) are dramatic. Without proper walkable-scale design, loneliness often catalyzes many additional health losses. This issue is not just about longevity, but also quality of life. Consider, specifically discussing the importance of social inclusiveness and mental/emotional health, and to further emphasize that people on fixed incomes need safe and comfortable walking environments to provide affordable lifestyles. Poor transportation and land use practices have been shown to subtract 3-5 weeks of time each year from minority populations.

In addition this section should introduce what is walkable (or human) scale—i.e. the transportation and land-use connection and the need for inclusive destinations and housing density near a variety of walking centers. Well-designed streets help broaden the range and number of options in housing types (especially ADU’s and cottages), which can allow people to continue to live-in-place though affordable rental income. This approach retains well located housing stock; allowing larger upscale units to increase rental income. ADD more on WalkScore (and BikeScore), here.

PAGE 20: Make the following statement a pull-quote: “...support for investing in walking and biking facilities is very high, with 75 percent of respondents indicating it is important to fund improvements to walking and biking facilities on existing streets. Support for investments was highest among the lowest income groups.”

PAGE 30: An opportunity to the current weakness of data and performance measure collection is to create or enhance the framework within this plan. Do so.

Policies & Strategies

IN GENERAL: Strengthen the goal statements. A goal statement should be specific, measurable and time bound. Later in this section strategies identify specific actions, but the goal statement could be more direct and measurable. Also, a specific desired outcome should be defined (i.e. a percent change or other target milestones).

Goal 1: Safety

Goal 1: Safety (ADD “and comfort,” the two are co-dependent). Safety Principle/Goal: People will be able to walk/bike in the State without the threat of real or perceived danger from people driving motor vehicles or other people/use. Comfortable Principle/Goal: People of all ages and abilities will experience a well-designed, low stress, attractive street and path network.

The goal statement addresses the need to reduce fatalities and serious injuries, but could be

stronger/bolder by calling for action steps to reduce numbers, frequency, speed and types of conflicts inherent in the current Oregon roadway system. This opening statement should address crash causation and make clear that older design approaches have induced speed and crash severity.

1.1B (ADD “Context- Sensitive Approach”): “Refer to the latest statewide guidance and apply context-sensitive approaches when selecting...”

1.1D (NEED TO REWORD, ADD MORE DETIAL): There is a problem here – by straightening vertical alignment for improved sight lines, added speed can be induced. More detail is needed for this wording to point designers in intended directions.

1.1G (NEED TO Strengthen language): Introduce the term ‘target speed’ (the speed you intend drivers to travel), and base this strategy on land uses and desired land use development, as opposed to current practices for 85th percentile posting. 1.1F is another good place to introduce target speed.

NEW STRATEGIES

1.1M (NEW): Endorse and adopt the following best practices to improving safety and comfort for all users and support local jurisdictions:

- **Set** default lane widths based on speed, and then allow variances (i.e. when there is high bus or truck volumes, curves, etc.) to go wider. For example, Florida uses 10-foot wide lanes as their default for all streets posted 35 mph and less. More and more research is now confirming that narrower lanes bring down speeds and slightly reduce crashes.
- **Remove** yellow centerlines, except on hillcrests or curves, on streets with 6,000 vehicles a day or less. Properly applied, this practice reduces speeding, and encourages motorists to move into adjacent lanes when passing bicyclists or people actively parking or pulling away from parking.
- **Green** the street: Promote added median and planter row tree plantings, especially in urban sections. Well-planted trees increase safety by lowering overall speeds, creating place, creating greater comfort and inducing more walking/bicycling.
- **Put** ‘fat’ streets on road diets. Many of Oregon’s roadways are ideal candidates for lane and lane width reductions. Road diets have proven to be one of the best tools for increased safety (FHWA documentation), while supporting safe and comfortable walking and bicycling trips and improving business. Actively support communities who seek road diets.
- **Adopt** a roundabout-first evaluation and creating compact intersection criteria/practice when spending funds on new or retrofitting intersections. Over 40% of pedestrian fatal crashes occur at intersections. Non-essential width increases, exposure time and speed, lead to higher crash severity and crash rates, while discouraging pedestrians from using these wider intersections. As walking becomes more popular overly wide intersections will also lose their efficiency (loss of green time on through streets).
- **Use** a people-first approach at intersections, both suburban and urban. In suburban locations, when pedestrian signals are used, provide as many engineering methods

as practical to keep pedestrians in motion. Methods might include early release, pedestrian priority release, pedestrian recall for current cycles, and other supportive measures rewarding pedestrians who come to, activate and make use of systems. In urban business districts eliminate pedestrian push buttons and provide for all crossings, all phases, all the time.

- **Adopt** sidewalk width and buffer practices to maximize comfort. Increased presence of pedestrians helps motorists form mental “search signatures” and therefore increases their attentiveness and awareness of people outside cars. This awareness results in reduced crashes of all types. Sidewalks that are attached to curbs are the least comfortable. Promote use of adequate buffers to build comfort.

1.1N (NEW): Create model projects in response to high crash locations and apply safety monies to build engineering solutions, then evaluate and add to the Oregon crash reduction toolbox. Model project results should guide creation of new policies.

1.1O (NEW): Systematically study and eliminate non-essential one-way street systems. Many one-ways were installed by state agencies to improve speed and flow of traffic. In general, many one-way streets impacted the life and vitality of towns and urban centers. For one ways that are essential (such as for loading and off-loading freeway on/off ramps, can the number of lanes be reduced in size and number?

1.1.P (NEW): Adopt guidelines and support for a “20 is Enough” zone inside main street, school zones/campus and other districts. Provide design guidelines and seek model community projects. Evaluate programs and promote these zones.

1.1.Q (NEW): Create and follow typical roadway sections for type of land use that is desired, favoring village-style growth management practices. Thus, all design geometrics and operations should be set at lower speeds (20-30 mph range) where it is desired to attract and support transit, compact development and active living.

Policy 1.4 Encourage pedestrian and bicycle users by supporting personal security (ADD):

- Add “Strategy 1.4E” that states need for land-use to provide “built-to” versus setback for buildings so that building provide “eyes on the street” or natural surveillance with 70-90% ground-level window/glass transparency.

ADD “Strategy 1.4F” Increase Walking and Biking as a key to safety and full accommodation. The more people on the street the safe it tends to be...

**Goal 2:
Accessibility &
Connectivity**

2.1.B (ADD): traffic-calming to statement: “...ODOT will work with the jurisdiction to support the development of parallel route, traffic calming measures, and assure access to destinations...”

2.1.C (NEW): Create a minimum street connectivity and intersection density ratio (links to nodes) for various types of neighborhoods. This minimum requirement can apply to new neighborhoods, and serve as a guide to repair older neighborhoods. Actively reduce broken street networks that send traffic to principle roadways with appropriately sized and scaled streets (i.e. “yield streets in residential areas). Parallel interior roads reduce traffic saturation on main routes, and they create comfortable alternative walking and bicycling conditions. Interior networks offer much quieter, more enjoyable walking and bicycling experiences.

	<p>Develop and permit state monies to support interior roads meeting these criteria.</p> <p>2.3F (NEW): Assist communities with completing trail and walkway system gaps, especially by connecting sprawl-style neighborhoods to one another.</p> <p>2.3G (NEW): Provide direct walking and bicycling links to transit stops, hubs and stations.</p>
<p>Goal 3: Mobility & Efficiency</p>	<p>3.1.D (NEW): Consolidate commercial driveways by use of interior circulation lanes among businesses.</p> <p>3.1.E (NEW): Encourage right-in right-out driveways, especially on multiple lane roadways, and when practical include median islands between in/out flows.</p> <p>3.1F (NEW): Encourage enter only and exit only driveway sets, and when practical, keep these driveway pedestrian exposures to 14 feet (for one-lane).</p> <p>3.1G (NEW): Reduce off-street parking through introduction of parallel parking and diagonal parking, including head-out (also know as back-in) angled parking, especially in “urbanizing” business districts.</p> <p>3.1H (NEW): Do not build driveways to nowhere. Crossing through future driveway connections is inconvenient for people walking along corridors. Future development should pay for their connections when investments occur.</p>
<p>Goal 4: Community & Economic Vitality</p>	<p>4.1G (NEW): Create focus on walkable scale urban form on all site plans. This focus calls for entries to face the front or front corners. When practicable place parking on principle streets, side streets, side lots and to the rear of buildings. On-street parking is an effective tool to keep traffic speeds low</p> <p>4.1H (NEW): Reduce off-street parking using market-driven numbers, not suburban models. Whenever possible contain all drainage within the site by using rain gardens, pervious pavement and other strategies.</p> <p>4.1I (NEW): Work with the development community to create people-friendly building designs. This strategy calls for build-to lines (as opposed to required setbacks), vertical wall limits (typically 3-4 stories before slight setbacks to achieve added building height). It also calls for 70-90% window transparency at grade, proper location of doors and other access. Form based codes are one tool to help communities achieve these scales and proportions.</p> <p>4.1J (NEW): Support “park once” success. Set appropriate frequency and quality for main street crossings. A “park once” policy means that pedestrians find it convenient and safe to have efficient crossings in principle shopping districts. As a rule, pedestrians prefer to not divert more than 150 feet from their routes of travel, so with blocks of 500 feet or longer, space crossings as frequently as each 300 feet.</p>
<p>Goal 5: Equity</p>	<p><i>This section needs added pro-active action-oriented sets of policies. This section is one of the most important, but weakest, in the document.</i></p>

Transportation equity is a right for all Oregonians. Mixed-use, transportation efficient, revitalization can displace people, leaving them with reduced choices in transportation, requiring more distant, more expensive and more stressful travel, reduced job choice and lowered quality of life and health. Why is this so? Actions to restore health and prosperity to communities can also carry potential to increase property values and rents, therefore displacement. This change forces many people in work force and service sectors to moves to places they can still afford. All people of all ages, incomes, religions and ethnicities should have equal opportunity to benefit from transportation and land use changes.

Displacement happens when longtime or original neighborhood residents move from gentrified areas because of higher rents, mortgages and property taxes. The community health risks due to this type of displacement are so significant that multiple agencies and organizations must work together to offer strategies for mitigating the potential impacts of gentrification, which “is often defined as the transformation of neighborhoods from low to high value.”

5.2 (REWORD): Understand the disparities, barriers, and needs of all people; measure, plan and set priorities to address this complexity and find effective ways to keep people in place, while revitalizing neighborhoods, commercial centers and their streets . Improved walking, biking and transit options should be a right and opportunity for all Oregonians.

5.2 C (NEW): Create understanding, then set priorities and model programs that increase transportation equity. This strategy calls for informed specific state, regional and local transportation commissions or other oversight groups, training, budgeting and programming. Special populations such as low income, many ethnic and disabled groups, have been “zoned out” of important walk sheds as old neighborhoods become more walkable and revitalized.

5.3 D (NEW): Many people are being displaced from areas with transportation choice. Address zoning and other land use opportunities to provide transportation equity and choice through mixed use, mixed income, higher density, work force housing, especially near transit corridors and trails.

5.4.C (NEW): Public meetings should be well attended and representational. When working in underserved transportation-disadvantaged communities, work to obtain broad mix of participants, including those who are not disadvantaged, who care about and can act upon social equity issues. In order to achieve greater, more holistic and collaborative support, include interactive, hands on action-oriented planning and implementation approaches.

5.4.D (NEW): Avoid displacement. Develop special zoning, banking and other planning tools to retain as great a mix and diversity of incomes, age and abilities as possible in locations that are revitalizing and achieving walkable neighborhoods. Tie transportation and other monies to be used in neighborhoods to specific sets of actions that retain and build workforce housing for all seeking equal transportation access.

Goal 6: Health

In general, this policy section is weak and fails to provide effective strategies that produce health and wellness outcomes.

Past transportation practices have made both walking and bicycling challenging,

	<p>unsafe, uncomfortable and “un-natural” activities.</p> <p>Policy 1.6 (Reword): Promote walking and biking to help achieve cleaner air and water, quieter environments and improve the fitness, wellness and health of all Oregonians. Walkability and bicycling will once again become not only natural choices in transportation, but most easy, efficient and popular.</p> <p>Single occupant vehicle travel creates the least happy, most stress-inducing set of activities in the lives of most people. In contrast, active transportation reduces blood pressure and calms while building stamina and providing other wellness assets. Active transportation can lead to greater happiness and improved access to social, emotional, mental and physical health.</p> <p>6.1G (NEW): Replace older traffic-inducing strategies that measured “successful” outcomes in terms of Level of Service and efficiency models), with new barometers that calculate positive multiple gains, such as drops in Vehicle Miles Traveled (VMT), improves Well-Being Index (WBI), improved level of quality (LOQ), less pollution and more mode choice that induces better health and safety outcomes from transportation decisions.</p> <p>6.1.H (NEW): Apply new measures and predictions to transportation decisions that increase walking, bicycling and transit. Local officials should be provided tools that predict how certain transportation changes impact walking, bicycling and lingering in high-quality social spaces.</p> <p>6.1.I (NEW): Minimize or eliminate any transportation changes that negatively impact active transportation choices, or in any way reduce transportation choice, access and equity.</p> <p>6.2.J (NEW): Measure transportation changes on their ability to protect and preserve natural and open spaces, especially wetlands, streams, forests, prairies, agricultural lands and other resources. Sprawl-inducing transportation actions are not only unaffordable; they diminish access to active transportation and to natural environments, an important health component of villages, towns and cities.</p>
<p>Goal 7: Sustainability</p>	<p>As in all goal statements shouldn't this plan provide benchmarks and timelines?</p> <p>This goal was only a paragraph or two. Is this an area to be developed? This section needs much added thought.</p>
<p>Goal 8: Strategic Investment</p>	<p>As in all goal statements shouldn't this plan provide benchmarks and timelines?</p> <p>Develop a project funding prioritization framework/checklist to include, but not limited to:</p>
<p>Goal 9: Coordination, Cooperation, and Collaboration</p>	<p>This section must become the most visionary and bold one of this plan. There is need for both internal and external coordination, cooperation and collaborative amongst many agencies and groups.</p> <p>There is much need to break down old transportation silos, integrate transportation with land use, change the “build bigger and faster is best” culture and the develop and incentivize</p>

future-focused leadership in transportation agencies and professions.

Questions that the plan writers should consider, then develop appropriate policy language include:

- How is this change to be accomplished, and what is the timeline?
- What structure will be created to achieve each working group, and how will success be defined?
- How will ODOT and all other transportation-focused agencies and organizations interact with each other and with land use decision makers?
- How will ODOT work inside the framework of a communities and people-first approach?
- How will a broader team help ODOT perform this mission?

SUGGESTION: ADD Policy 9.3:

Provide new opportunities for public input...

9.3.A (NEW): Community building comes first, then transportation needs and options follow. Start with the focus on “Build communities through transportation, not transportation through communities.”

9.3.B (NEW): Make ALL future transportation decisions based on how well that project or system will lead to reduced VMT, cleaner air and water, more compact land forms and more sustainable, healthier, outcomes for environments and people.

Next Steps

PAGES 80-81: Add to all of these the measurable targets (goals) (i.e. fatalities decrease to zero by 2020).

ADD Mobility Performance Measure: [x]% increase in bike/ped mode share, and [x]% decrease in VMT. Description: Percent of walking and biking to work mode share via state and American Community Census data. Additionally partners can help measure shift in kids walking/biking to school across State.

ADD Health Performance Measure: Well-Being Index Description: Using the Gallup well-being Index see a percent change in state well-being.

ADD Community & Economic Performance Measure: measure change in Walk and BikeScore.

**See more performance measures in FDOT Complete Streets Implementation Plan, page 15. (<http://www.dot.state.fl.us/rddesign/CSI/Files/FINAL-CSI-Implementation-Plan.pdf>)*

Final Comments:

Like most state bicycle and pedestrian plans this document serves the purpose of a stand-alone document. Many important leaders and readers will not discover it. How will the policies and recommendations of this plan be interwoven into important state, regional and local transportation, transit, public works, comprehensive, land use, zoning, banking and related action plans?

ATTACHMENT 15



www.bikewalkroseburg.org

February 17, 2016

Oregon Department of Transportation
Salem, OR 97301

Bike Walk Roseburg appreciates the opportunity to provide comments on the draft Bicycle and Pedestrian Plan. We look forward to the Plan helping move Oregon forward into becoming safer, healthier, and more prosperous. Our suggestions to help follow and we have listed page numbers where applicable.

While the Plan provides good background information, we suggest that there be a unifying theme indicating the Plan is helping to move us from a single-occupancy motor vehicle culture to one that embraces multi-modal movement. Further, the Plan should clearly state that one purpose of the Plan is to address the issues keeping the very large segment of the population who are interested in bicycling from bicycling.

An explanation of the use of the Plan is needed; that is, is the Plan just of use to ODOT, or will it be a reference document for other jurisdictions, or a document that must be addressed by other jurisdictions in their activities? The Plan also needs a measure of the difficulties and dangers that affect the 60% of the public who are interested in bicycling but not comfortable doing so with existing conditions. We also suggest that the Plan include a fairly detailed assessment of current bicycling and pedestrian conditions and use.

The Plan should also set a goal for increasing commute by bicycle and pedestrian modes for ODOT as well as jurisdictions.

In projects addressing any transportation mode, the current and anticipated level of stress for bicyclists and pedestrians needs to be determined with a goal of reducing the level of stress for each project. A target date needs to be set for the multi-modal level of service and bicycle level of traffic stress to be in use.

The Plan should seek to ensure that all Transportation System Plans include regional connectivity.

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There should be a policy that requires bicycle and pedestrian mobility in all transportation or transportation related projects.

When the Plan addresses disadvantaged communities or populations, rural areas should also be included as a category.

On page 9, second paragraph, which addresses how the plan examined enforcement should be included since that is a significant part of creating the conditions desired.

Policy 7.1 appropriately addresses greenhouse gas reductions, but needs elaboration; all transportation projects should be reviewed to ensure they will reduce greenhouse gas emissions. Since greenhouse gas reduction is a goal, establishment of performance measures is needed, or if such have been established elsewhere, referenced.

Policy 8.2 and other sections address the importance of maintenance and preservation, but there should be an acknowledgement that a similar approach of maintenance and preservation before expansion is needed for motor vehicles.

Performance measures for trips under one mile and between one and three miles, pedestrian access to transit and bicycle access to transit are needed.

Pg 16 notes CDC recommendations for physical activity for adults. The figure for children, at least 60 minutes (1 hour) or more of physical activity each day, most of which should be aerobic, also needs to be included as they too need safe walking and biking to get their recommended amount of exercise.

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The list of health benefits should also include safety and security from “eyes on the street” when people are out walking or bicycling.

Page 19 leaves out an MPO.

The profile with the attributes mentions urban and rural, but does not explain what those terms mean, and therefore to what areas the figures actually apply.

On page 21 in describing the existing system, the streets and roads themselves are not mentioned as part of the system for pedestrian and bicycle systems for both urban and rural areas.

In the end of the first paragraph there is a sentence about the ability to access some locations, but the ability is not the only reason users do not walk or bicycle to those facilities. It is also due to comfortable and safe access in those areas and the convenience and efficiency of using other modes of transportation compared to a single vehicle mode.

Under **Issues and Opportunities**, a discussion of the state’s role in providing leadership statewide is needed. Training, education, sample ordinances, and design review, are all roles that can help assure that the bicycle and pedestrian system throughout the state is improved.

Page 29 addressing **Coordination, Cooperation and Collaboration** should include in the coordination efforts of engaging stakeholders, identifying problems, and coordinating listed

items alternative review in the list of items to be coordinated. Similarly on page 32 when mentioning all aspects, problem identification and alternative review should be included in discussion policy direction.

The **Goal**, policies, and strategies addressing safety appear to be comprehensive and complete; we are particularly satisfied with the policy direction regarding speed limits. We would suggest, however, that there be an effort made to collect additional data about non-reported or improperly reported crashes, as well as other factors that inhibit biking and walking.

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Throughout strategies addressing Policy 1.1, data must address not only corridors but any locations, including intersections and driveways that are obstacles and safety issues for bikers and walkers.

Policy 1.2 regarding education needs to be amended to include education of law enforcement personnel.

The strategies addressing Policy 1.2 should also offer more direction for educating persons cited for offenses involving bikers and walkers, including providing diversion programs.

Policies 1.3A and 1.3B needs to be amended to assure that the partnerships include local governments.

Policy 2.1 should include training in the list of help to be provided.

Strategy 2.1B appears to be in conflict with or minimizes “The Bike Bill” requirements. If this strategy remains, it needs to ensure that users or stakeholders are included and that any such parallel route discussion specifically addresses the limited exceptions in the Bike Bill.

Policy 2.3 mentions the unique needs of urban, suburban and rural communities but does not elaborate on what is unique about each.

Strategy 2.3A should include maintenance in addition to infill and repair of sidewalks.

Policy 2.4 needs to include user groups in establishing issues and reviewing alternatives.

Strategy 2.4C should include consideration of long-term bike parking.

More explanation of Policy 2.6 is needed, particularly with respect to mileage and population limits. The proposed standards appear arbitrary.

Strategy 3.1C should be expanded to include local governments as well as private sector practitioners since they all can use training to design better routes and improvements.

Policy 3.2 needs an explanation of the terms urban, suburban, and rural communities. The Plan needs to describe and consider the unique needs of truly rural areas that are not urban or suburban, but connect communities through state and county roads.

Strategy 3.2B needs to indicate that the checklist will be used and reviewed with user groups.

Policy 3.2D should simply say to reduce motor vehicle congestion and increase reliability, and that improvements should be made to the bicycle and pedestrian system.

Strategy 4.1B should include provision of bicycle facilities in addition to school siting.

Strategy 4.2C should include the US Bike Route System, and intercity and interstate routes.

Add a new strategy or incorporate into existing strategies the identification of destinations for transportation disadvantaged communities and people.

Policy 5.3 should be changed to include rural.

Add a policy addressing the need to educate, enforce or provide help to increase use of lights, signals, and proper riding, such as riding in the direction of traffic flow, obeying stop signs and traffic signals, etc.

Goals 6 is much appreciated and well done, although stronger wording should be used, as in Strategy 6.1F which should just say to integrate health criteria, rather than saying “seek opportunities...”

The wording of Strategy 7.1B is too weak and should be improved by removing “to consider”.

A strategy should be added to evaluate greenhouse gas emission reductions for all projects.

Policy 8.2 should include preservation of rights of way and easements.

Policy 8.2 and the explanation appropriately mentions comfort as an important factor in creating the bicycle and pedestrian system. There should also be a discussion of the importance of maintenance of lanes, paths, and trails for pedestrians and bicyclists, using examples of minor improvements that may have large benefits.

Strategy 9.2B should start with “Provide training and...”

Given the limited scope of the performance measures on page 80, there needs to be a strong emphasis on developing other performance measures, such as those on page 81. This needs to be a priority with a suggested start date, and a task force or committee to develop those measures and time line.

Thank you for the effort to help move Oregon forward, and the opportunity to comment.

Sincerely,

Dick Dolgonas
For Bike Walk Roseburg

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Subject: Comment on the Oregon Bike and Pedestrian Plan

Date: 17 February 2016

Commenter: Kit Metlen, 4218 Foxhall Drive NE, Olympia, WA 98516; 360-456-2037;
mmetlen@comcast.net

Thank you for soliciting review of the Plan; this Plan is very important to both Oregon and adjoining states as well. My specific comments are on section 2.6; prioritization of Regional Paths.

I was raised and worked in rural areas in both Oregon and Washington and have watched as those areas have become generally depopulated and have lost their economic vitality. The states have lost diversification of their economies and dispersal of their people. The criteria proposed will exacerbate those trends and follow the general movement of wealth and resources towards the large metropolitan areas. Whole counties and regions of the state will be unable to compete for dollars that by rate of return measures might be far better spent in rural areas where a low population area might draw great numbers of people from the more populated areas for recreational and economic purposes. I think a measure of proposed economic vitality and diversity and a rate of projected return might aid some communities to compete well against the larger population centres.

There is reason to the 15 mile proposal but almost no set of communities outside central Oregon and the I-5 Corridor can make that criteria; I suggest that economic or social measures might be better criteria.

Many eastside and coastal towns are no longer incorporated yet they have a real presence in community; incorporation should not be a sole criterion when there are other measures of community support available.

Though the Plan is primarily about transportation for fun and commuting, some communities should receive a very high rate added for public safety. In large catastrophic events such as volcanic eruption, forest fire, tsunamis and earthquakes, auto travel becomes non-effective; but, paths can be very effective. The state, most counties and many cities have these areas already mapped. Paths that lead to safe places and congregation points should get superior ratings; and, while most of these are probably not really long segments they can be vital to public safety while providing recreational and commuting routes; again, many of the smaller communities where this criterion would be vital are too small to fit under the proposed Plan.

This money can help reverse or at least stay the loss of people from small communities and it can help revitalize or enhance economic diversity and dispersal for the state. I believe a means of selection that is more open to variable competition and less tied to hard criteria would better serve the state in the long run.



City of Tigard

February 17, 2016

Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301

Re: Draft Oregon Bicycle and Pedestrian Plan

Dear Commissioners,

Writing as members of the Tigard Pedestrian and Bicyclist Subcommittee (PBS), subcommittee of the Tigard Transportation Advisory Committee (TTAC), would like to thank you for seeking our input into the comprehensive Oregon Bicycle and Pedestrian Plan. We are eager to share our insight into a plan that will help shape the next several decades of multimodal transportation in the State of Oregon, and we are honored to represent the voice of pedestrians and bicyclists across the state.

The plan as presented addresses many of our committee's ongoing concerns, and we commend ODOT for laying out a strategy that aims to make our state's transportation system both safe and efficient for all users. For your consideration we would also like to outline a few areas where we feel there is room for improvement before the plan is finalized.

Safety

Unequivocal language needs to be adopted throughout the plan that safety is the number one priority. It is commendable that Goal 1 in the plan is safety, but too frequently wording within this goal and elsewhere leaves open the possibility that other priorities (freight, etc.) can compete with safety. Creating safe streets for people walking and biking requires narrower travel lanes, slower vehicle speeds, more physical protection, more sidewalks and bike lanes, and effective education and encouragement of all members of the public. Nowhere in the plan is the primacy of safety made clear and translated directly into policy.

Equity

Clear commitment to transportation equity is needed throughout the plan to ensure people of color, low income communities, and those who cannot or do not drive a vehicle have access to safe walking and biking infrastructure. The plan language should clearly show our state's commitment to surpass the minimum acceptable standard and create truly equitable outcomes for all Oregon residents.

Certain portions of the plan imply a location bias – that only urban and suburban residents care about cycling. Rural residents cycle for recreation and transportation, and cycling networks that connect urban areas through rural landscapes are an important part of a true transportation network. Urban cyclists use

their bikes for transportation and recreation in urban areas as well. If cycling is to be seen as a true equal partner in Oregon's transportation network, we cannot focus solely on specific types of cycling, just as we do not discriminate between types of car trips.

Coordination

The state should promote intercity and interstate bicycle transportation, and one program is through the planning and implementation of the U.S. Bicycle Route System. In several places the plan talks about policies of others that could be leveraged, which highlights a glaring deficiency in Oregon's overall implementation strategy for the development and support of cycling. The State of Oregon has been disinterested in participation in the United States Bicycle Route System initiative, yet this is a key framework that the state can use to leverage others' experience and expertise, while demonstrating that we are serious about cycling as an equal partner in our transportation network. Participation in the USBRS by a certain date should be a plan goal.

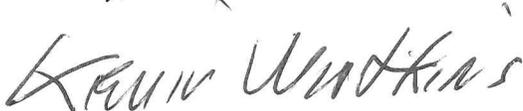
Implementation

We would prefer to see statements noting that successful implementation of plan goals will require a focused coordination effort across agency and jurisdictional boundaries. This implementation will actively engage all applicable sectors – private industry; NGOs; and local, state and federal government to incorporate pedestrian and bicycle-friendly policies throughout project planning, design and implementation phases.

The City of Tigard has recently approved a 20-year strategic plan, with a vision to become the most walkable community in the Pacific Northwest where people of all ages and abilities enjoy healthy and interconnected lives. We are thrilled that the implementation of the Oregon Pedestrian and Bike plan, with our noted changes, will help ensure that this vision can become a reality. This is a huge step forward for Oregon, and we would like to thank you again for your dedication to bringing about a safer, equitable multimodal transportation network for all Oregonians.

Thank you again for the opportunity to contribute to this plan.

Sincerely,



Kevin Watkins
TTAC Chair

Cc: Mayor John L. Cook
Marty Wine, City Manager
Kenny Asher, Community Development Director
Buff Brown, Senior Transportation Planner

Special thanks for contributions to:
Joyce Casey, PBS Vice-Chair
Joe Vasicek, PBS member
Steve Boughton, PBS member



February 17, 2016

Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Re: Draft Oregon Bicycle and Pedestrian Plan

Dear Commissioners,

The Safe Routes to School National Partnership (National Partnership) is pleased to have the opportunity to comment on the Draft Oregon Bicycle and Pedestrian Plan. Our mission is to advance safe walking and bicycling to and from school, and in daily life, to improve the health and well-being of America's children and to foster the creation of livable, sustainable communities. Our Pacific Northwest Regional Network and partners work to support walking and bicycling policies and funding to create places where walking and bicycling are safe and convenient.

The National Partnership would like to commend the Oregon Department of Transportation on the effort to date with the Bicycle and Pedestrian Plan, and also to express and reiterate concerns that many of our partners across the state have expressed to you about the Plan, including concerns about equity, health, existing conditions, implementation, and performance measures — from stakeholders such as the Metro Council, City of Portland, City of Springfield, Oregon Healthiest State, Oregon Walks, and the Bicycle Transportation Alliance, to name a few. We would like to see these comments addressed in the Plan prior to final adoption, and especially as it relates to the safety and mobility of vulnerable road users, such as youth as they travel to and from Oregon schools.

Robust, supported, and well-funded transportation networks for Oregonians who walk and bicycle in their daily lives, whether as a sole mode of transportation or in conjunction with other modes, are an essential component to the success of our transportation system in Oregon. In 2015, we were pleased to see the (now adopted) Transportation Options Plan highlight the role of Safe Routes to School education and encouragement initiatives in Oregon, and anticipated the complementary engineering components to be equally strong in the Bicycle and Pedestrian Plan. Unfortunately, and despite hearing input from across the state of the importance of ensuring safe walking and bicycling routes to destinations such as schools, we were disheartened to see little attention provided to Oregon's Safe Routes to School initiatives in this Plan. The Draft Bicycle and Pedestrian Plan appears to neither demonstrate Oregon's past success and leadership in this arena, nor allow ODOT to build upon and expand the potential for walking, bicycling, and Safe Routes to School programs and projects.

Safety

At the highest level and throughout, this plan should reflect a policy that will *provide well-designed streets and highways that are safe for people walking and bicycling*. All related strategies should pursue this directive, including both infrastructure elements and related education and encouragement components. The recently adopted Transportation Options Plan incorporates comprehensive information about state-led programs such as Safe Routes to School, which this Plan should complement easily with engineering, network analysis, and identification. There is a missed opportunity in not more strongly linking education/encouragement programs with infrastructure built by the state and local partners.

Creating safe streets for people walking and biking, especially children, requires consideration and input from all populations who use and want to use the street, slower vehicle speeds, more physical protection for different modes, more sidewalks and bicycle lanes, and savvy and comprehensive public education. Nowhere in the Plan's language is this direct and well-understood approach to safety made into policy. This omission will not serve Oregonians of all ages walking and bicycling—now or in the future. We look forward to the inclusion of Safe Routes to School as a strong component of this plan, and would like to offer the following comments and suggestions:

Link Safe Routes to School to other statewide transportation plans

Safe Routes to School initiatives include several “E’s” that work in tandem to be successful. The recently adopted Transportation Options (TO) Plan provides an excellent platform for the “programmatic” components of Safe Routes to School, such as education and encouragement, and points to the need to concurrently implement engineering fixes around schools that will facilitate and allow more children to safely walk and bicycle to and from school. The Transportation Safety Action Plan does the same for enforcement around schools.

- ◆ The Bicycle and Pedestrian Plan should focus on the engineering needs of Safe Routes to School initiatives, while referencing other elements of a comprehensive program. In the Issues & Opportunities Chapter, the Bicycle and Pedestrian Plan should point to other adopted state-level Plans, and provide a similar platform for engineering improvements around schools.

Turn Oregon's Safe Routes to School program into a national model

Across the nation, communities are recognizing the need to equitably provide basic traffic safety education, as well as safe routes to travel on, to all students — not just those schools or districts who prioritize it. These communities are expanding Safe Routes to School programs to reach every school. This is an opportunity for Oregon to do the same by emphasizing the need for statewide expansion of Safe Routes to School initiatives to benefit all schools and students in Oregon. We should be aiming to make it safe to travel on foot around all Oregon schools.

- ◆ We recommend inclusion of a strategy to ensure all schools and students in Oregon have the opportunity to benefit from safe walking and bicycling routes in their communities. The Plan should build and expand on existing, successful, but incomplete Oregon Safe Routes to School initiatives.
- ◆ Policy 1.3 – We recommend a change in language: “Support the education of the next generation of road users by developing a sustained and expanded Safe Routes to School program that would reach all students in the state to provide comprehensive, multimodal transportation safety education, through funding, partnerships, model programs, multimodal engineering improvements, and technical assistance.”
- ◆ We strongly recommend the inclusion of a new Strategy 1.3C: Expand the existing Safe Routes to School program to reach all school districts in Oregon. Build partnerships with state and local agencies and increase dedicated funding in order to reach every school district in the state with comprehensive multi-modal transportation safety education that includes roadway traffic, pedestrian, bicycle, and (where appropriate) transit education, plus funding for engineering fixes around schools.

Strengthen Safe Routes to School partnerships between ODOT and other state agencies

- ◆ In Strategy 1.3B, we recommend strengthening the language around partnerships, especially with education agencies such as Oregon Department of Education (ODE) and Oregon School Board Association (OSBA). There are many missed opportunities for better communication as well as increased participation through stronger working partnerships with these agencies.
- ◆ We strongly recommend that the Plan includes a recommendation for ODOT to reach out to ODE and build a working relationship around student transportation, especially as it relates to non-eligible yellow school bus areas. These areas (within one to one-and-a-half miles of a school) are ripe for improved opportunities and education and encouragement of our students to get to school with their own two feet.

Stabilize and increase funding for Safe Routes to School programmatic and engineering needs

There are more than 500,000 students in Oregon's 1200 public K-12 schools. In the eight years since the Oregon Safe Routes to School program was formalized, Oregon has awarded an average of \$2 million per year, statewide, for infrastructure improvements around schools and to essential pedestrian and bicycle safety education skills.

Unsurprisingly, that investment has reached less than a fifth of students in schools in Oregon; opportunities to tie dedicated infrastructure funding to Safe Routes to School program initiatives must be strengthened to be effective.

- ◆ Under Strategic Investment, Strategy 8.2B, we recommend this section focus on more than the programmatic components of Safe Routes to school. At the least, the work must be expanded to reach all students in Oregon and linked to infrastructure funding streams, highlighting the importance of dedicated funding for engineering needs around schools, without which programming will ultimately fail.
- ◆ Under Investment Considerations (p. 60), Safe Routes to School initiatives are again referred to as primarily programmatic; however, these initiatives do typically identify needed engineering improvements around schools. We recommend establishing a process to ensure that identified engineering improvements are prioritized for funds and/or given dedicated funding for implementation.

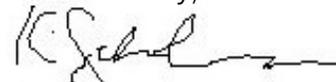
Walking is the most basic form of transportation, the one we celebrate when our children take their first steps, and one that is used by every Oregonian at some point during the day. Our children, who require fresh air and the ability to move their bodies so they can focus their minds, no longer have the opportunities they did a generation ago, in 1969, when nearly half of all school-aged kids reported usually walking or bicycling to school (including 88 percent of elementary-school-aged youth living a mile or less from school, a distance considered easily walkable and bikable for most students). Today, the number of youth walking or rolling to school stands firm at 12 percent, a precipitous drop and of grave concern for our children's health through physical activity. You wouldn't have to survey many parents to find out why: the roads are not safe around too many of our schools. Safe Routes to School programs, which marry engineering, enforcement, education, and encouragement, have been proven to work in communities large and small across the state and across the nation—indeed, implementation of comprehensive Safe Routes to School programs has been shown to increase rates of walking and rolling by 45 percent.

As the Bicycle and Pedestrian Plan moves forward and incorporates public comment, we ask the OTC to direct ODOT to strengthening language, policies, and strategies in the plan, especially as this important work relates to our children — who today are reliant on walking and bicycling due to age, cognitive ability, and desire; who tomorrow, if provided safe paths and networks, and given solid education about how to safely travel our streets by any mode, will likely incur fewer Vehicle Miles Traveled — by choice and by opportunity. This will also ensure that all Oregonians can benefit from cleaner air and less roadway congestion, allowing the state to reach other stated goals, such as Greenhouse Gas reductions. This plan should provide the opportunity to make that a reality, but in its current form, does not.

The National Partnership would like to express our gratitude, again, to the Oregon Transportation Commission and Oregon Department of Transportation for your support in improving conditions for walking, biking, and transit in Oregon, as well as to the health and safety of the current and next generation by providing for transportation opportunities for all Oregonians, regardless of how they travel.

Thank you for the opportunity to comment on this important work for our state.

Yours sincerely,



Kari Schlosshauer
Pacific Northwest Regional Policy Manager
Safe Routes to School National Partnership



**PROTECTING YOUR
RIGHT TO ROAM**

2/16/2016

Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Re: Draft Oregon Bicycle and Pedestrian Plan

Dear Commissioners,

Oregon Walks is the state's pedestrian advocacy organization. We advocate to ensure every person, regardless of income, ability or geography, can interact with their community by walking. Oregon Walks is dedicated to promoting walking and making the conditions for walking safe, accessible and attractive to everyone.

Oregon Walks is a member of the Oregon Bicycle and Pedestrian Plan Policy Advisory Committee and have submitted shared comments with fellow Policy Advisory Committee members on the draft plan. We commend ODOT's efforts to date on the draft plan, however we would like to reiterate some points that are of particular importance for us regarding pedestrian safety and accessibility that we'd like to see incorporated before the plan's final adoption.

While walking is the most basic form of transportation, and one that is used by every Oregonian at some point during the day, the pedestrian network has not yet seen the same type of investment and attention as other modes in our state. As outlined in State of Pedestrian Safety report released in 2015, there is a clear need to focus on pedestrian safety as they have yet to see a drop in fatal injuries that every other mode has seen over the last 10 years¹. Given this sobering reality here in Oregon, the statewide plan that will guide our work on this issue for the next 20+ years must have the same kind of urgency this important issue merits.

To accomplish this, we recommend that the Plan:

- Clearly identify who is responsible for implementing the strategies laid out in this plan. For example, the Plan Objectives & Action Strategies of the draft Bicycle and Pedestrian Plan in Arkansas² lays out a very clear delineation of responsibility that this plan currently lacks. Without clear accountability, ensuring that action is taken will be impossible.
- Inventory the current system - ODOT already has resources available to accomplish this through the Region 1 Active Transportation Needs Inventory and the Regional Active Transportation Plan. Using what we know right now to develop the framework for what needs to be further mapped should already be a part of the plan - with a clear timeline for when and how to replicate these inventories to understand the complete network.

¹ State of Pedestrian Safety Report:

<http://oregonwalks.org/sites/wpcwalks.org/files/images/Oregon%20Ped%20Safety%20Report.pdf>

² http://www.arkansasbikepedplan.com/sites/arkansasbikepedplan.com/files/Complete%20Plan_LowRes.pdf (Page 59)



**PROTECTING YOUR
RIGHT TO ROAM**

- Identify funding to reach these goals – what funding is needed? What funding exists already? How are we going to accomplish these goals? How is ODOT going to ensure these goals are reflected on their own roads without an investment strategy?
- Develop stronger language around health and equity. These are of utmost importance, particularly for pedestrians. The plan currently lacks innovative thinking to address the health disparities and inequitable impacts that a lack of investment for walking and biking has on low income communities and communities of color. Older people and people with disabilities must be included in this as well. As mentioned in our previous letter, ADA and Title VI of the Civil Rights Act are the baseline. The plan should go much further, and highlight that intention – especially given that our current system is not in full compliance with ADA as a starting point.
- Identify how ODOT will manage the state owned system to reach these goals and set an example for the rest of the state. State roads carry the most vehicle miles traveled and over the last 10 years state owned facilities have also been the most dangerous for pedestrians¹. When considering the resources that go into these roads based on their vehicle carrying capacity, the same consideration must go into these roads for how well they protect the most vulnerable roadway users.

The federal guidance being presented at the OTC meeting on 2/18/16 on our current Freight Plan provides model policy language that we hope can be replicated in the Bicycle & Pedestrian Plan to show consistency between plans and support for a transportation system that serves all users, regardless of what mode they travel. We have the opportunity to make a lasting impact on the safety and livability of our state through a strong Bicycle & Pedestrian Plan.

Thank you for the opportunity to provide comments, and for your leadership on this issue.

A handwritten signature in black ink, appearing to read "Noel Mickelberry".

Noel Mickelberry
Executive Director

¹State of Pedestrian Safety Report:

<http://oregonwalks.org/sites/wpcwalks.org/files/images/Oregon%20Ped%20Safety%20Report.pdf>

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1120 SW 5th Avenue, Room 800
Portland OR 97204



February 17, 2016

Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301

Dear Chair Baney,

The Portland Bicycle Advisory Committee (BAC) is a City Council-appointed volunteer committee charged with advising the City of Portland and its partners on matters related to bicycling. As a committee dedicated to the safety of bicyclists on all roadways, the BAC appreciates the opportunity to comment on the Oregon Department of Transportation's update of the 1995 Oregon Bicycle and Pedestrian Plan (OBPP).

The updates to this plan will create the policy framework needed to increase bicycle and pedestrian use in the state, which is critical to the state's economic, environmental and community goals. The BAC believes that the current draft of the OBPP lacks the policy directive to develop a bicycle network that will increase bicycle mode splits and save the lives of vulnerable road users throughout the state. The Draft OBPP offers limited specificity, is hard to understand, and is poorly written with vague language. To that end, the BAC recommends the Oregon Transportation Commission (OTC) address the following concerns as they relate to the update.

The plan needs greater specificity about WHO will be implementing it.

The plan does not identify who is responsible for implementing the plan or how the effective implementation of the goals and strategies will be assured.

For example, Strategy 5.2A states: "Develop guidance to understand economic and cultural barriers associated with different demographic groups and communities walking and biking." While it is not productive for every transportation agency to study this, the plan provides no direction on which ones should, for example ODOT, MPOs, or large cities. The Roles and Responsibilities section (p. 72) offers some general guidance, but it still leaves many questions regarding implementation responsibilities. The vague and discretionary language around compliance will most likely lead agencies to ignore the plan's goals and strategies and have no concern over consequences if the OBPP is not followed or considered.

The plan needs concrete recommendations about projects and funding sources.

The plan does not detail any project investment recommendations.

The Next Steps section has a subsection "Defining the Network" (p. 79), which discusses how a biking and walking network might be defined; however, it ignores the work already done by many cities and MPOs in the state. At a minimum, the plan should recognize the major work that has been done to date by regional and local governments, such as the *Metro Regional Active Transportation Plan*, and the *Portland Bicycle Plan for 2030*. The draft plan implies that we are starting from scratch, when in fact, substantial work and financial investments have been made regarding networks and improvement priorities.

The plan should include the bicycle and pedestrian networks in Metro's adopted Regional Active Transportation Plan as part of the network of statewide significance.

The BAC concurs with comments made by the Metro Council, submitted to the OTC, in a letter and addendum dated February 4, 2016 regarding the inclusion of the Regional Active Transportation Plan network in the OBPP.

It is understood that the Draft OBPP calls for defining the network as a key initiative and next step. However, as represented in Metro Council's comments, multiple local governments (cities, counties, and MPOs) have done the intensive work of designating bicycle and pedestrian networks in their jurisdictions. If networks are part of adopted local plans, then it has been demonstrated that they comply with applicable regulations, including state regulations. The BAC recommends that networks in these plans be recognized and reflected in the OBPP. In particular, the BAC supports integration of bicycle and pedestrian networks designated in the Metro 2014 Regional Active Transportation Plan into the OBPP as facilities and networks of statewide significance.

The OBPP needs to address how ODOT will implement the plan on its own facilities.

The OBPP needs to establish clear implementation actions for state highways.

The BAC concurs with the comments made by Metro Council, including recommendations that specific actions and standards be established to guide implementation; that clear, actionable tasks and timelines be presented for implementation on state facilities; that a state system map be included; and that policy direction regarding the role and importance of state highways in a complete bicycle and pedestrian network be carried forward from the 1995 OBPP.

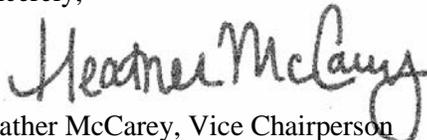
The OBPP needs to support ODOT's adopted Transportation Options Plan.

The OTC adopted ODOT's Transportation Options Plan in April of 2015 to encourage the use of non-vehicular modes. The success of this plan relies on an OBPP that identifies a network of bicycle and pedestrian infrastructure and the funding necessary to implement it. The current draft does not do this.

In addition to the recommendations detailed above, the BAC fully supports and concurs with the comments made by Metro Council in its letter to the OTC dated February 4, 2016.

The BAC appreciates the opportunity to provide comments on the draft OBPP and is grateful for the OTC's efforts to develop a safe bicycle and pedestrian network in Oregon.

Sincerely,



Heather McCarey, Vice Chairperson
Portland Bicycle Advisory Committee

C: Savannah Crawford



TO: Oregon Transportation Commission
 FROM: Siskiyou Velo (the largest bike club in Southern Oregon w/ over 250 members)
 DATE: February 17, 2016
 RE: Draft Oregon Bicycle and Pedestrian Plan

We had hoped that we could advocate for the approval of the draft Oregon Bicycle and Pedestrian Plan. Regrettably, we have found that it doesn't warrant our support. In fact, the Plan falls so far short of what is needed of a plan extending to 2040 that we oppose its adoption and recommend that the Transportation Commission start anew.

The Plan has numerous flaws:

- 1) It doesn't include an inventory of existing facilities,
- 2) It doesn't identify the facilities or improvements needed to build-out the bicycle and pedestrian system (as defined by regional and local plans),
- 3) It doesn't include a strategy for funding the needed improvements to achieve the required system,
- 4) The draft Plan does not identify nor address widespread violation and ignorance of ORS 811.065, and
- 5) It doesn't identify needed legislative changes to maximize or at least improve the safety of the transportation system for all modes and users.

Rather, the plan is a statement of resignation to the status quo. The bicycle and pedestrian system, to the degree that the Plan includes such a description, will look in the future much like it does today. State highways will be no safer than they are today, highway segments that lack bicycle lanes and sidewalks (in urban and metropolitan areas) will not be improved to add those facilities - unless, of course, motor vehicle travel demand forces their improvement. These are not the outcomes that are needed.

Oregon needs a bicycle and pedestrian plan that will:

- 1) Increase the modal share of bicycle and pedestrian travel,
- 2) Help metropolitan areas reduce per capita vehicle miles of travel,
- 3) Ensure that bicycle and pedestrian facilities are ubiquitous and ensure that people who choose (or are dependent upon) these modes have a safe and convenient system comparable, in extent, to today's motor vehicle system,
- 4) Provide funding to ensure that Oregon's bicycle and pedestrian system will be constructed to serve today's and tomorrow's travel demand, and
- 5) Maximize the potential reduction of carbon emissions from the transportation sector.

These are the imperatives of bicycle and pedestrian planning. The current draft fails in every account.

The attached technical report itemizes the Plan's faults and offers, what we believe, would be the basis for development of a bicycle and pedestrian modal plan worthy of the term.

---- SISKIYOU VELO'S ----

TECHNICAL REPORT

ON THE

DRAFT – OREGON BICYCLE AND PEDESTRIAN PLAN

February 17, 2016



Introduction

This report is organized into five sections reflecting the draft Plan’s flaws. These include the following:

1. The draft Plan doesn’t include an inventory of existing facilities,
2. The draft Plan doesn’t provide or even contemplate the build-out of the bicycle and pedestrian system (as defined by existing regional and local plans),
3. The draft Plan doesn’t include a strategy for funding the needed improvements to achieve the required system,
4. The draft Plan does not identify nor address widespread violation and ignorance of ORS 811.065, adopted by the Oregon Legislature in 2007, and
5. The draft Plan doesn’t identify needed legislative changes to maximize or at least improve the safety of the transportation system for all modes and users.

Section 1 – Inventory Flaw

The staff and consultants who prepared the draft Plan ignored calls, early in the planning process, to base their efforts on substantive inventories and data. This failure undermines the credibility of the effort and the future value of the result.

Without existing inventories of the ODOT system the “vision” relies upon a blank page rather than an informed basis for decision making. The State Highway Plan serves as a model modal plan with its inventory of and detailed plan for the state highway system. The bicycle and pedestrian plan should have the same details and, as such, include an inventory and plan for bicycle and pedestrian facilities on highways under ODOT’s jurisdiction. (Appendix C states “A state pedestrian and bicycle facility inventory was completed in 2012 and it will be updated again in 2015” – why not use it?).

The Plan should focus on which State highways need bicycle and pedestrian improvements; where are the priorities, how much will they cost, and how will they be funded. As it is the draft Plan simply reflects the finding of metropolitan and local plans; that there are too many projects (i.e. travel demand) and too little funding. The updated bicycle and pedestrian plan should do more.

The Oregon Transportation Planning Rule has successfully guided metropolitan and local governments in the development, adoption and update of transportation system plans (including modal elements). The resulting data from this effort is readily available and, while challenging to integrate, should have been one of the first tasks undertaken by ODOT and its consultant staff. Additionally, ODOT has an extensive and detailed Highway Performance Monitoring System (HPMS) which includes details on classification, volume, lane width, and shoulder width. The HPMS data when coupled with ODOT’s pavement management inventory provides a robust source of planning information. Finally, ODOT has inventories of bike facilities (and much, much more related data) available at ftp://ftp.odot.state.or.us/tdb/trandata/GIS_data/. Why wasn’t this data used to identify the existing network and help to identify future needs?



Certainly, more data could be collected now and in the future, but the failure to use the available data in the development of the bicycle and pedestrian plan represents, at best, an unfortunate outcome but, in our opinion, an unacceptable flaw in the bicycle and pedestrian planning process.

By not undertaking an inventory of the existing (and potential) bicycle and pedestrian facilities on ODOT facilities the draft plan paints a rosy picture of the State's progress on creating a multimodal system. The plan includes a statement that "federal and state laws or regulations pertaining to walking and biking are not duplicated in the policies or strategies as they are already in effect." (OBPP, page 32). In absence of an inventory this "fact" is dubious. Our sampling of facilities on ODOT District 8 highways indicates that there are defects in the application of federal and State laws including ODOT's own regulations. (see Appendix A for details)

Section 2. The draft Plan doesn't provide or even contemplate the build-out of the bicycle and pedestrian system (as defined by existing regional and local plans).

Oregon cities, counties, and metropolitan areas have, in almost every case, identified through their transportation system plans (TSP) an extensive network of future bicycle and pedestrian facilities. That is the requirement of the Transportation Planning Rule.

Oregon's local and regional TSP's are coordinated, are based upon inventories, and reflect the communities' transportation needs. Local government is doing a great job. It is the State that has failed in its obligation to inventory its own system, define deficiencies, and develop a plan to remedy them (coordinating these actions with local governments).

The purpose of ODOT's State Coordination Rule (OAR 731-15) is to establish the procedures used by the Department of Transportation to implement the provisions of its State Agency Coordination Program which assure that Department land use programs are carried out in compliance with the statewide planning goals and in a manner compatible with acknowledged comprehensive plans, as required by ORS 197.180 and OAR 660, Divisions 30 and 31. Section 731-15-15(12) defines a "Modal Systems Plan" to mean "a plan for a statewide system of one or more transportation modes that includes identification of system needs, classification of facilities, and establishment of policies."

The current draft fails that basic test. It doesn't identify needs nor classify facilities. It only includes policies. Oregon doesn't need more verbiage or plans that simply say the right things but does nothing to advance the needs of the State's citizens. We need a plan that will carry us forward into the coming century.

The draft Plan should include (but doesn't) a listing or map of improvements that would be necessary to complete the bicycle and pedestrian system on the State highway system. This is not a complex task. Metropolitan and local governments have compiled such lists and maps within their transportation system plans; the State's bicycle and pedestrian plan should do no less.



It is critical that such a listing provide for bicycle improvements (i.e. bike lanes, protected bike lanes, or cycle tracks) on all State highways within urban and metropolitan areas. Too often transportation planners use the terms urban (i.e. within urban growth boundaries), and rural to distinguish between those areas where bike lanes are needed and where widened shoulders will suffice. Such simplicity may stem from their understanding of the Portland Metro area which has a single urban growth boundary (UGB) for the entire metropolitan areas and the presumption that other metropolitan areas use the same approach. That is not the case. With the exception of Metro, all the State's other metropolitan areas (i.e. metropolitan planning organizations - MPO) include multiple UGB's, one each for every incorporated city and these are frequently separated from one another by "rural" land.

Stopping and starting bike lanes at the city/county boundary ignores the fundamental basis upon which MPOs were created; MPO's encompass a metropolitan region that has one, interconnected and seamless transportation system. This is clearly the how ODOT, MPO's, and local governments approach the motor vehicle transportation and transit networks. It should be the same for bicycles. A cyclists (and a motorist) should experience a continuity of facility design within the MPO, regardless of jurisdiction. A bike lane on a city street shouldn't arbitrarily end at the city limits line because the road jurisdiction changes to county. Nor should a State highway, in a MPO, change from having a bike lane, to not, every time it leaves or enters a city. It just doesn't make sense.

Unfortunately, existing ODOT policy apparently allows bike lanes to begin and end arbitrarily based upon jurisdiction within MPO's. The final [Rogue Valley Highway Corridor Plan](#) – OR 99 reflects that approach. The OR99 Plan shows future improvements with paved shoulders in rural (i.e. unincorporated areas) and bike lanes within urban areas even though the cities are sometimes separated by as little as 1.5 miles (i.e. a six minute bike ride at 15 MPH).

The language in proposed Goal 2, Accessibility and Connectivity, "Provide a complete bicycling and pedestrian network that reliably and easily connects to destinations and other transportation modes" would not resolve this problem. The OBPP (including Appendix L) should make clear that all roads within MPO's are considered to be urban/suburban for purposes of assessing the appropriateness and design of bicycle facilities (see Appendix L, Chapter 1, page 1-3).

Section 3. The draft Plan doesn't include a strategy for funding the needed improvements to the bicycle and pedestrian system.

The approach described within the OBPP is, in large part, a resignation to the current financing and prioritization of transportation projects in Oregon (and at the Federal level). Continuing the status quo will not ensure completion of the bicycle and pedestrian system network within our children's, children's life times. That outcome should be unthinkable and is totally unacceptable.



If the current financing and priority system had been in place in the early 1900's, we would have today a complete multimodal system. But the country's automobile culture/economy ignored the needs of alternative modes and created a legacy transportation system that is hostile to alternative modes. Bike lanes (or wide shoulders) and sidewalks were rarely constructed up until the passage of the Oregon Bicycle Bill (1971) and even then only as far as the bike funding would stretch. Consequently, the existing transportation system is largely mono-modal: serving only the needs of the automobile.

Completing the bicycle and pedestrian system should be a fundamental goal of the OBPP. That will be the only way the State, as a whole, can ever hope to achieve the potential of these modes. The OBPP should be a tool to change the status quo not sustain it.

The OBPP should not just inventory the existing system but identify the future system and ensure adequate funding to construct it. The listing of potential funding sources (see Appendix C, Table 7) isn't even a good start. The Plan, instead, should include policy that will ensure the Transportation Commission and ODOT pursue funding through the Oregon legislature to get the job done within the Plan's 20 year planning horizon. The OBPP can't be expected to solve bicycle and pedestrian deficiencies on all streets and for all levels of government but it should, at least, deal with the defects on the State highway system. Securing a dedicated funding stream is essential.

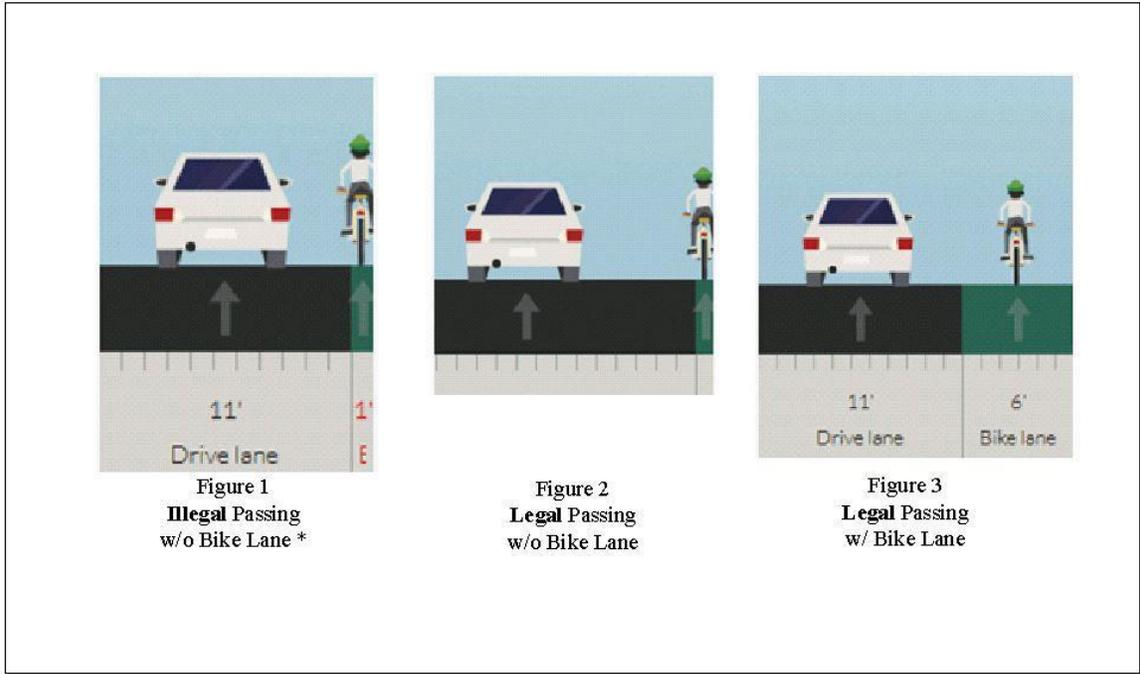
Why isn't there a discussion about a statewide hotel/motel tax dedicated to bicycle and pedestrian improvements (as opposed to simply including it among the list of potential funding sources). The economic, health, and environmental impacts would far exceed that which may arise from hosting the track and field championships in Eugene. Further, the benefits from completing the Statewide bicycle and pedestrian network would be dispersed throughout the State and every resident in the State would directly benefit from the improvements. Additionally, the improvements would continue to generate benefits for 20, 30, maybe even 100 years in the future (and likely have a compounding beneficial effect upon the health of the State's residents, its economy and the environment).

Completing bike and pedestrian improvements on State highways, where they are absent, should be the top priority of the Plan. Instead, the draft seems to characterize the build-out of the bicycle and pedestrian system as an unachievable goal. While we recognize that prioritizing funding for these initiatives will be a challenging task, what better vehicle is there than the OBPP to push for this critical outcome?

Section 4. The draft Plan does not identify nor address widespread violation and ignorance of ORS 811.065, adopted by the Oregon Legislature in 2007.

Plan policy 1.2 should be divided into two policies; one focusing on the education of auto drivers and the second on bikes/pedestrians. Ironically, the Plan includes a discussion of level of stress (LTS) while at the same time ignoring the single most effective way of reducing stress: Having auto drivers obey the law.

ORS 811.065 requires safe passing of people riding bicycles but auto drivers typically ignore the law and infringe on the road space occupied by cyclists (see Figure 1). The outcome can partially be attributable to cyclists who do not operate his/her bike as a vehicle by riding on a too narrow road shoulder along a roadway with lanes too narrow to effectively share (lanes less than 14 feet). To legally pass a bicycle under these circumstances a motorist must pass with “sufficient (separation) to prevent contact with the person operating the bicycle if the person were to fall into the driver’s lane of traffic.” A legal passing maneuver is shown in Figure 2 and is striking similar to the separation distances when a bicyclist in a bike lane is passed (see Figure 3).



Despite ORS 811.065 being the law in the State for almost a decade, motorist and cyclists alike are unfamiliar with its requirements. More disturbing is that ODOT has done little or nothing to address widespread ignorance of the law. Figure 1, below, shows how easily the requirements of the law can be graphically illustrated.



Figure 1 - ORS 811.065

The Club has shared this illustration with ODOT officials who rejected the suggestion that it be used as a road side sign (justifying its rejection based upon its exclusion from the Manual of Uniform Traffic Control Devices (MUTCD)).

Regrettably, ODOT officials in rejecting the sign concept, didn't identify an approved sign that would have a similar effect on the public's awareness of the law. The following is an excerpt from the "frequently asked questions" section of the MUTCD.

-
1. **Q: The agency I work for has recently enacted a law that requires the motorist to keep a minimum lateral distance of 3 feet from the bicyclist when overtaking the bicyclist. I have seen this sign used elsewhere, but cannot find the sign in the Manual. Where can I find the standard sign for this situation?**

A: No standard sign exists. The purpose of highway signing is not to create awareness, which is typically the intent of a sign conveying programmatic rules of the road. Other media—such as radio, television, and newspaper ads; notices on 511 travel information systems; postal mailings; and Web sites—are more appropriate for and conducive to promoting and/or marketing specific programs and new regulations. Special word message signs for the three-foot law should not be installed haphazardly and should be limited to locations where the operation of the two vehicle types is demonstrating a problem or crash history. Thus, installing these signs where say a physically-separated bikeway exists would be counterproductive to achieving the agency's goal. An example of a special word-only message sign for this application could be a four-line black on white regulatory sign with the legend CHANGE :: LANES :: TO PASS :: BICYCLES.

Excerpt from MUTCD, http://mutcd.fhwa.dot.gov/knowledge/faqs/faq_part9.htm



The MUTCD suggested language would also reflect ORS 811.065 that limits “the passing maneuver to instances where the roadway is unobstructed in an attempt to avoid the situation where drivers are tempted to “squeeze” by bicyclists on a crowded roadway. The law makes clear its intention not to authorize passing when it is otherwise prohibited by law, and states that if the passing maneuver in a no-passing zone causes injury or death to the bicyclist then such an act is “prima facie” evidence of the offense, which means that no further proof is necessary to establish the elements of the violation. However, the new law does not specifically prohibit passing a rider or group of riders in a no passing zone; instead it attempts to hold a driver responsible for an attempt to pass in a no-passing zone which results in an injury accident.” <http://www.stc-law.com/safepassing.html>

ORS 811.420 (Oregon’s general passing law) prohibits “passing” in a no-passing zone except “when an obstruction or condition exists making it necessary to drive to the left of the center of the roadway provided that a driver doing so shall yield the right-of-way to all vehicles traveling in the proper direction upon the unobstructed portion of the roadway within a distance that would constitute an immediate hazard.”

ORS 811.420(3)(b) The “condition” “making it necessary” to “cross the centerline” is the same provision bicyclists have pointed to as legal justification for the maneuver that bicyclists typically encourage motorists to use to get around a slower group of riders. Since bicyclists do not occupy the entire lane, motorists are able to pass bicyclists by waiting until the roadway ahead is unobstructed and then moving only slightly over the center no-passing line in order to give a wide berth and get around the group of riders. Usually this is a much-preferred alternative to the situation where a motorist angrily holds back from going around the riders when the traffic lane is too narrow for both riders and the motorist. It is also far preferable to the situation where the motorist is tempted to squeeze by a group of riders without crossing over the centerline because the motorist is afraid that if they cross the center line, then they are passing in a no-passing zone. If the rider or group of riders is the “condition” “making it necessary to drive to the left of center of the roadway” then so long as the road ahead is unobstructed, many riders believe it is far better to have the motorist pass than to follow behind impatiently, or be tempted to “squeeze through” without crossing the centerline.” (IBID, STC-Law)

The OBPP policies/strategies should explicitly require that “change lanes to pass bicycles” signs be erected on ODOT and local governments roads, streets, and highways where posted speeds are above 35 MPH, bike lanes are not present, the centerline is marked, and travel lanes are less than 14 feet in width. It is critical that signs be placed on urban streets and highways (especially along commuter routes), as well as on rural roads and highway where bicyclist can be expected (such as but not limited to State scenic bikeways, routes leading to Crater Lake National Park, Cascade Lakes Scenic Byway, Coast Highway, US 197, etc).



Additionally ODOT, Department of Motor Vehicles, should include questions related to ORS 811.065 and ORS 811.420 on every driver's test.

With regard to bicyclist education and training, a distinct policy and set of strategies should be developed to address this pressing need. Bicyclists too often disregard traffic control devices and often have little knowledge of the traffic environment in which they operate. Further, the OBPP should include policies and strategies that encourage and provide incentives for local governments to implement bicycle diversion programs. The combination of diversion and bicycle education/training courses provide an excellent approach to ensuring bicycle laws are enforced as well as broadening the population receiving bicycle education/training.

Finally, the pedestrian stings that are carried out by local government and funded (as we understand) through ODOT Traffic Safety Division should be identified as a Plan strategy. The Plan should also call for the similar strategies to enforce the bicycle passing law (especially ORS 811.065 – see above).

Section 5. The draft Plan doesn't identify needed legislative changes to maximize or at least improve the safety of the transportation system for all modes and users.

Oregon law provides a very effective and comprehensive set of laws governing all modes of transportation. If enforced, they would ensure the safety and comfort of all road users. We offer here discussion about three laws--ORS 811.420, ORS 814.420 and ORS 366.514.

ORS 811.420, as noted above, is Oregon's general passing law and prohibits "passing" in a no-passing zone except "when an obstruction or condition exists making it necessary to drive to the left of the center of the roadway provided that a driver doing so shall yield the right-of-way to all vehicles traveling in the proper direction upon the unobstructed portion of the roadway within a distance that would constitute an immediate hazard."

The statute should be clarified by adding a new section:

3(c) When passing a pedestrian, bicycle, tractor, or other slow moving vehicle, the operator of a vehicle may drive on the left side of the center of a roadway in a no-passing zone when such movement can be made in safety and without interfering with or endangering other traffic on the highway.

ORS 814.420 requires cyclist to use bike lanes when they are present and free of obstacles. Generally, the statute, as written is fine except for Section 3 which lists circumstances where it is permissible, under law, to "move out of the bicycle lane." In particular subsection 3(e) allows for cyclists to move out of the bike lane when the cyclist is "continuing straight at an intersection where the bicycle lane or path is to the right of a lane from which a motor vehicle must turn right." For starters, lane configurations such as this should be eliminated – they are inconsistent with OBPP, Appendix L, Chapter 6 (except under very rare circumstances).



Now to the point, it is generally agreed that ‘cyclists fare best when they act and are treated as vehicles’ – i.e. vehicular cycling. That is particularly true at intersections where motorists invariably state, following a motor vehicle and cyclists crash, that they didn’t see the cyclists in advance of the collision. With the cyclists on the edge of the roadway, where the bike lane is located, people riding bikes are too often not seen by turning vehicles; either those turning right or left. Changing just one word in ORS 814.420(3)e would make intersections safer for cyclists. The exception to staying in the bike lane should read “continuing straight at an intersection where the bicycle lane or path is to the right of a lane from which a motor vehicle ~~must~~ **may** turn right.” Such language would allow cyclists to merge from the bike lane into the adjacent through lane as they approach an intersection. Cyclists who have taken vehicular cycling courses know that they are much safer by taking the right-most lane serving their destination at an intersection. In this way, they become a part of the traffic flow and not relegated to the outer-regions of the roadway surface. It is safer because the cyclists is integrated into the overall traffic flow and thereby is seen by motorist approaching from behind and those coming from the opposing direction (this is especially important for those motorists making a left turn).

This change is critical to reducing the number of intersection collisions between vehicles and bicycles. “Intersections represent a relatively small portion of a cyclist's travel route.” Nonetheless, “they are where a cyclist is most at risk of getting hit by a car or otherwise involved in a car accident. Only 11% of bicycle accidents involve a collision with a car; but of these, 45% take place in intersections.” <http://www.nolo.com/legal-encyclopedia/bike-accidents-collisions-with-cars-29549.html>

ORS 366.514 should be amended to provide a bold new strategy for the use of the bike funds. Don Stathos’ bill has not been updated and, as a consequence, does not reflect the change in public policy brought about by the Oregon Highway Plan and the Transportation Planning Rule. When ORS 366.514 was signed by Governor McCall in 1971 bike lanes were uncommon and rarely constructed on State highways or local streets. That is not the case today with both State and local transportation plans requiring bike facilities, in urban areas, on arterials and collector streets.

In keeping with the vision embodied within ORS 366.514, the target of the funds should shift from new construction (where bike and pedestrian facilities are required pursuant to State and local policy) to retrofitting highway and streets to include bike and pedestrian facilities where vehicular capacity upgrades are not warranted. Projects like these are common throughout the State and too little funding makes their construction financially impractical.



Appendix A

ODOT, Region 3, District 8 Bicycle Facility Defects - Inventory

ODOT, Region 3, District 8 has failed to designate (i.e. stripe) bike lane facilities consistent with FHWA and EPA approved environmental documents (a violation of FHWA policy and the National Environmental Protection Act) on the

- South Medford Interchange

Instead of marking all bike lanes in the project area with an 8 inch wide stripe with bike symbols (see Manual of Uniform Traffic Control Devices, Oregon Supplement, http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/oregon_supplement_mutcd_2009_edition.pdf, page 50), ODOT has, in almost every case, stripped bike lanes for approximately 200 feet (often times less) in advance of the upstream approach to the project's signalized intersections. Everywhere else they are incorrectly marked as though they are shoulders (i.e. with a four inch wide shoulder stripe).

This same stripping method has been used at:

- North Medford Interchange
- OR 238, Phase I.

Apparently, ODOT District 8 has been saving paint while jeopardizing the safety of cyclists.

Appendix L, page 1-3, of the Oregon Bicycle and Pedestrian Plan specifies bike lanes rather than shoulders be designated in urban /suburban areas where speeds and traffic volumes are high (like those at these locations).

In the case of the Fern Valley Interchange, the narrow stripping occurs on facilities "opened to traffic in late March" 2015 (now, almost one year ago) "(Grove Rd and N. Phoenix Rd) is temporary paint for the current traffic control stage. The permanent striping will be a thermoplastic material; it will be installed at a later stage in the project when traffic is moving in its final configuration." (4/16/15 email from E. Fenney, ODOT Assistant Project Manager) Bicycle traffic, its control, and provision of legal right-of-way per ORS [811.050](#) is not relevant, per E. Finney, in the "current traffic control stage." It should be noted that crosswalks, and turn and center line markings were installed but bike lanes were designated as shoulders. Bike lanes were explicitly included as a part of the project's environmental documents. Only recently have any of the project's bike lanes been designated.

The above, with the exception of the Fern Valley Interchange which was not under construction at the time, were itemized by Gary Shaff - Siskiyou Velo's President to District 8 managers in the summer of 2014 (along with other stripping issues). We had



hoped that the errors would be corrected soon thereafter. Tellingly, ODOT has only resolved two of the many that were identified. Those include:

- 1) Correctly marking bike lanes on OR 66 as a part of the S. Ashland Interchange project (Key #16956), and
- 2) Paving the shoulders of OR 66 (MP 1.99 to 4.74). The shoulders should have been repaved when ODOT originally did the overlay/repaving of the travel lanes in 2012 in order to conform to ODOT's internal policy entitled "New Pavement Services Guidance – Pavement Preservation Consideration for Bicycle Travel, CO11-01A, 8/10/2011 – see Appendix A).

Other District 8 actions or inactions that question the legitimacy of the draft Plan's statement are listed below:

Identified as a part of the ODOT/Velo meeting in July 2014:

- 1) Lack of designated bike lanes on OR 99 south of Crowson Road in Ashland.
- 2) Failure to include bike lanes as of part of the improvements at the intersection of OR 238 and West Main (2014) while also failing to include pavement markings (nor signs) acknowledging the Don Stathos Bikepath on OR 238.
- 3) ODOT's failure to stripe OR 62 with bike lanes in Eagle Point (and from Eagle Point to Shady Cove).
- 4) ODOT's delay in extending the bike lane and creating a three lane cross-section on OR 99 from the railroad underpass in Ashland to Valley View Road

Not identified at the July 2014 meeting are the rumble strips (as itemized below) which were added during the fall of 2015

- 1) ODOT rather than designating the bike lanes (as requested in 2014) has recently added centerline and shoulder rumble strips on OR 62 between Eagle Point to Shady Cove (including portions of OR 62 between Linn and Barton Roads within the City of Eagle Point). ODOT had an opportunity to enhance the striping but, instead, cut-in center line and shoulder rumble strips which create hazards for cyclists (particularly the shoulder rumble strips).
- 2) ODOT failed to repave the western shoulder of OR 62 between Shady Cove and the passing lane section north of Little Butte Creek when the highway was repaved.
- 3) ODOT failed to pave the one to two foot wide shoulder between Trail and Casey State Park as a part of its repaving. ODOT has recently added center rumble strips in this area despite this route serving as the primary access for cyclists traveling to and from Crater Lake National Park from the Rogue Valley.
- 4) ODOT's addition of center-line rumble strips on OR 238 (in the vicinity of Hanley Hill) where shoulders are absent or are less than one foot wide. This is a



principal cycling route between Central Point and Jacksonville and putting in the rumble strips has made it more dangerous for cyclist.¹

- 5) ODOT's recent restriping of bike lanes in Ashland on North Main (OR99). Several sections include 6 inch strips and bike lane stencils are missing in numerous locations.
- 6) Absence of bike lane markings on OR 62 between the I5 interchange and Delta Waters Road
- 7) Failure to replace bike lane markings following improvements in the 3000 block of Crater Lake Highway (near Kaleidoscope Pizza) (see bike lane inventory at ftp://ftp.odot.state.or.us/tdb/trandata/GIS_data/).

In conclusion, ODOT's existing policy framework for bicycle and pedestrian infrastructure must be restated as policy in the Bicycle and Pedestrian Plan to ensure that ODOT personnel and the Commission don't ignore or otherwise forget their obligations. This includes policies ensuring:

- ODOT construction projects include bicycle and pedestrian improvements within metropolitan and urban areas, and
- Pavement management practices ensure all vehicles (including bicycles) benefit equally from pavement improvements (explicitly CO11-91A), and
- Pavement markings and signage conform to the relevant standards.

¹ It is unfortunate that ODOT did not consult a National Cooperative Highway Research Program report, [NCHRP 339](#), which cautions against installation of centerline rumble strips on routes used by cyclists with inadequate shoulders (try no shoulders).



CITY OF
PORTLAND, OREGON
OFFICE OF PUBLIC SAFETY

COMMISSIONER STEVE NOVICK
1221 SW 4th Ave. Suite 210
Portland, Oregon 97204
Phone: 503-823-4682
Fax: (503)-823-4019
novick@portlandoregon.gov

February 17, 2016

Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301

RE: City of Portland Comments on the OTC Public Review Draft Oregon Bicycle and Pedestrian Plan

Dear Chair Baney,

We understand the Oregon Dept. of Transportation (ODOT) is soliciting comments on its statewide bicycle/pedestrian plan. Thus, we welcome this first opportunity to offer comments on this plan.

Oregon's Bicycle and Pedestrian Plan is an important element for all jurisdictions across the state. As noted in the 1995 Oregon Bicycle and Pedestrian Plan, key arterials that are under state control are critical elements of local jurisdiction's bicycle and pedestrian transportation networks. Improving the safety and operation of these state-controlled roadways in Portland are important to the realization of our collective transportation goals.

The City of Portland has adopted transportation goals and policies to minimize reliance on private automobile use. Our policies call for creating conditions for walking, biking, and transit such that they become the preferred options for moving around our city. Achieving this requires clarity about what we wish to accomplish and specificity about how we intend to get there.

In the current version of the plan update we find there to be some issues that we would kindly ask ODOT staff to address. First, there is no map of state facilities, which seems a basic element to a plan. Next, this plan neither identifies those roadways for which the state is the road authority nor does it describe existing conditions for biking and walking. Contrary to the 1995 Plan, this draft plan provides no direction about how ODOT plans to improve its facilities in terms of walking and biking. The plan also does not identify the significance of state roadways in local bicycle and pedestrian networks.

All of this is concerning on two levels. First is the sheer number of ODOT facilities that touch local municipalities across the state. Not describing these facilities or setting goals for them creates large gaps in local networks. The second concern we have is when state funding processes refer to this plan for guidance on the allocation of limited resources, the plan will leave decision makers with limited guidance or strategy about where to focus resources.

The State does have a history of producing high quality plans; the aviation plan, freight plan, and highway plan are examples. These plans use direct, clear language to communicate purpose, existing conditions, goals, strategies and networks. We expect the state's bicycle and pedestrian plan to meet the same high level of quality found in other modal plans. In its current state, we find the bicycle and pedestrian plan failing to meet the requisite level of specificity and clarity about intent, goals, and strategies. Thus, we ask that you direct ODOT to:

- Significantly extend the process for this plan and work more closely with the project's Policy Advisory Committee in creating a second public review draft.
- Provide more clarity and specificity to the plan's goals, policies and strategies so that they reflect best planning practices for a state-level bicycle and pedestrian plan.
- Clearly identify the State system of bikeways and walkways.
- Incorporate Region I's Active Transportation Needs Inventory into the plan and make it a model for the other regions of the state.
- Provide more clarity and specificity about funding priorities.

Throughout Oregon's history, this state has been a recognized leader in bicycle and pedestrian planning. We would like to see the final product of this update build upon that legacy and be a plan about which Oregon can be rightfully proud.

Sincerely,



Steve Novick, Portland City Commissioner in charge of transportation

CC: Savannah Crawford, ODOT
Amanda Pietz, ODOT
Jeri Bohard, ODOT



PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185
 Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Steve Novick Commissioner **Leah Treat** Director

February 18, 2016

Tammy Baney, Chair
 Oregon Transportation Commission
 355 Capitol Street NE, MS #11
 Salem, OR 97301

RE: Portland Bureau of Transportation Comments on Oregon Bicycle and Pedestrian Plan (OTC Public Review Draft)

Dear Chair Baney,

The Portland Bureau of Transportation welcomes this update to the ground-breaking 1995 Oregon Bicycle and Pedestrian Plan and we appreciate this first opportunity to formally comment on the draft plan. We have a strong interest in the success of this plan. A 2016 Oregon Bicycle and Pedestrian Plan that is as strong and clear as the 1995 Plan and that reflects all we've learned in the past two decades would be formidable indeed!

This is no less true given what Oregon's largest city has accomplished and hopes to accomplish. We know from the 2011 Oregon Household Activity Survey that of all the modes bicycle use grew the most for all trips in the period 1994-2011 and that it rivaled transit use for city residents. We also know that it has been bicycle transportation that has done the most in the period 2000-2014 to minimize the drive alone commute trips that could have occurred with our city's and region's rise in total number of commuters.

I have three specific comments about the draft plan, as well as several more general concerns.

1. I found the discussion about implementation and prioritization (Strategy 8.2A and discussion in Chapters 4 and 5) to be unclear. The plan states in Chapter 4 that Strategy 8.2A, which identifies "priorities for identifying and investing in pedestrian and bicycle projects" is not to be a sequential hierarchy. But, the plan then references that strategy as directing investment priorities that are also "designed to influence regional and local investments toward these priorities as well". The combination of these apparently conflicting statements, unclear language and lack of overall clarity about criteria creates confusion about the plan's intent and effect.
2. The discussion about "elaborate" facilities was alarming. Again, in Strategy 8.2A the plan's prioritization describes "elaborate the system" as the last priority for funding and suggests that "pedestrian and bicycle only bridges" are "elaborate" because they are "more costly user comfort features". The question of what is or isn't "elaborate" needs to be defined in the context of the location where a project is proposed. An entire class of project types should not be wholesale deemed



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“elaborate.” Defining them as such in this plan threatens their funding. I should note that such facilities are key elements in bicycle and pedestrian networks in cities across the state and that ODOT has constructed a number of such facilities in the Portland region.

3. Another example is found in the plan’s treatment of trip distance. The plan references ODOT’s Statewide Transportation Strategy for Greenhouse Gas Reduction (STS) and reports how that system estimates the potential for people to “walk or bike 20 miles or less round trip is great”. There has likely never been a bicycle or pedestrian plan that attempts to plan for 20 mile round-trip distances. To do so in the context of this plan diminishes the planning process as the fraction of bicycle and walking trips that extend beyond even 10 miles begin to vanish to zero.

Ideally, what we would like to see is a plan that clearly describes the many benefits of active transportation to individuals, to the environment at large, to cities as a whole and to entire regions of the state. We would like to see a plan that provides clear direction as to the state’s intent to implement best practice improvements on those roadways it manages and to do so in a timely manner. We would like to see a plan that clearly describes the current conditions of those state-managed roads in order to provide clarity about what remains to be done. We would also like to see specificity about what the state intends to do, when it intends to do it and in what priority order.

This plan does a good job of laying out the broad issues, but there is much more to be done in order for this plan to provide clear direction. The draft plan is vague about every element it discusses: the benefits of active transportation, existing conditions on state-managed roadways, what constitutes the statewide network of significant facilities, timelines for implementation, responsibilities, expectations and results. It is not clear from this important modal plan what ODOT intends to do to improve the roadways for which it is directly responsible.

State-managed roadways are an important part of Portland’s current and future active transportation networks. We need them to provide safe and comfortable conditions for people walking and bicycling if the city is to achieve its Council-adopted goal that only thirty percent of trips by Portlanders be taken by single-occupancy vehicle. Currently, because of their size, speed and other functions more often than not such roadways instead present some of our biggest challenges for active transportation travel; they too often present barriers to access and mobility. As ODOT also has significant sway over the disbursement of capital improvement funds their policies, design standards, strategies and prioritizations are also critical to the ability of Portland and other jurisdictions across the state to achieve our transportation goals.

There are many elements of this draft plan that will require significant revision to offer clarity and specificity. My staff has created a detailed list of specific issues that I would be happy to provide you.

It is my recommendation that the OTC direct ODOT to consider the current effort to be a good start but to recognize that this document, in its current condition, is closer to the start of the process than it is to the end.

Sincerely,



Leah Treat, Director
Portland Bureau of Transportation

Cc: Savannah Crawford



Oregon

Kate Brown, Governor

Oregon Bicycle and Pedestrian Advisory Committee

555 13th ST NE, Suite 2

Salem OR 97301-4178

February 15, 2016

Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, Oregon 97301

Re: Oregon Bicycle and Pedestrian Draft Plan

Dear Commissioners:

The Oregon Bicycle and Pedestrian Committee (OBPAC) respectfully submits comments on the Oregon Bicycle and Pedestrian Plan Draft (November 2015). We wanted to thank the commission and ODOT leadership for allocating significant financial and staff resources in the development of the plan. The process of the plan development is valuable within itself as it sparks important conversations on the needs of our transportation system and the opportunities available in the future to improve Oregon for walking and bicycling. OBPAC feels strongly that support from the OTC on an innovative and comprehensive bicycle and pedestrian plan will lead to a healthier, safer and more prosperous Oregon.

ODOT staff provided OBPAC with the opportunity to discuss specific comments at our December 15th meeting. In addition, we would like provide some high level comments for discussion and/or integration into the plan revision.

Language that supports the Bicycle Bill – Oregon’s Bicycle Bill (ORS 366.514) was ground breaking in 1971 and laid the ground work for Oregon to be the leader in bicycle and pedestrian facilities, spending and mode split. OBPAC feels that much of the current language in the draft is not strong enough to support the Bicycle Bill. We suggest that all policies be reviewed through lens of this legislation and ensure that the language supports the mandate of ORS 366.514.

Network definition – we encourage ODOT staff to more clearly define the network and adopt the definition from the Regional Active Transportation Plan from Metro. Municipalities in the Portland area were involved in the development in this definition and many are using it as they update their transportation system plans (TSPs). A state definition consistent with the Metro definition can be an efficient method for moving the entire state forward in developing a uniform language in local TSPs.

Regional path prioritization (policy 2.6) –while most of the policies in the plan decidedly lack specificity, this policy is quite specific and could benefit from refinement and additional outreach with agencies that manage off-street trails and paths. The intent of this policy should be clarified as to whether the idea is to prioritize trails for recreation or transportation uses. Either in the plan or the design guidelines, information needs to be provided as to what features of trail systems make for good transportation networks. Caution should be used when setting funding prioritization based on population access as it can limit opportunities for off-street trails in less populated portions of the state. Further, this policy should help maintain the authority of the Area Commissions on Transportation (ACTs) and Metropolitan Planning Organizations

(MPOs) to set priorities for bicycle and pedestrian projects in their region through both STIP and Connect Oregon project prioritization efforts.

Facility design guidelines – bicycle and pedestrian design is a field with a rapid pace of innovation. Locations such as Portland, Washington County, Eugene, Bend and Corvallis continue to improve their on-street designs to keep pace with the most innovative cities in the US. Many other communities in Oregon lack staff expertise on how to execute these innovative designs and look for guidance on how to improve their pedestrian and bicycle facilities for safety, increased comfort and use. While the modal plan points to an update of the design guidelines, we suggest a design guideline policy supporting frequent updates, to integrate innovative designs, such as protected bicycle lanes and intersections. Further, training on these designs should be prioritized for ODOT planners and engineers.

Equity and community engagement – Policies 5.4 and 5.5 are lacking in strategies as to how to engage disadvantaged populations. OPBAC suggests that language be included on how diverse populations will be included in the public processes and decision making processes about transportation priorities.

Law enforcement – While education of police bureaus on critical safety measures such as crash reporting, pedestrian and bicycle laws, and enforcement strategies are discussed in the Transportation Safety Action Plan, it is important to highlight these initiatives in the bicycle and pedestrian plan as well, under the appropriate goal areas.

Data and inventory needs – Data is currently integrated into specific strategies but is such a critical component of transportation planning and funding that we suggest “Data and Inventory” become a stand-alone goal area. We also feel that the Region 1 Active Transportation Needs Inventory is the exemplar and should be a priority project for all ODOT regions. Additionally, a dedicated counting program that integrates in the existing mode count systems should be prioritized as a strategy under this goal.

At this juncture, only part of the work is done. OBPAC believes that the successful integration of the Bicycle and Pedestrian Plan into Oregon’s transportation network is dependent on a strong emphasis on the implementation of the policy goals and strategies. If we are to reach our goals, we must put money and manpower toward their success. We suggest that the implementation plan include short, medium and long-term strategies and meaningful, albeit realistic, performance measures at each goal area. Additionally, we suggest that each implementation plan include an emphasis on TSP integration and an action plan for communities. For example, each community in Oregon could receive a copy of the plan along with a letter from the OTC introducing the document and its intended use.

Thank you for the consideration of our comments. OBPAC continues to make ourselves available for any questions or clarifications. We appreciate the opportunity to be involved in the process.

Sincerely,

(via e-mail)

Jenna Stanke
Susan Peithman
Evan Makenzie

Lee Shoemaker
Jeff Monson

Wayne Baum
Kenji Sugahara

Oregon Bicycle and Pedestrian Advisory Committee



Bicycle and Pedestrian Advisory Committee

117 NW Lafayette Avenue Bend Oregon 97701-1925
(541)388-6575 FAX (541)385-1764
<http://www.co.deschutes.or.us/cdd/>

Dear Oregon Department of Transportation:

The Deschutes County Bicycle and Pedestrian Advisory Committee (BPAC) appreciates this opportunity to comment on the draft Oregon Bicycle and Pedestrian Plan. As advocates for bicyclists, pedestrians and transit users in Central Oregon, BPAC has a number of concerns with the current draft.

BPAC has a general concern that the language used throughout the draft is not strong enough, especially as it relates to goals, policies, funding and metrics. The draft plan has many suggestions but lacks the accountability, policies, tools and metrics to achieve the stated goals. This approach weakens the document. Consider the issue of funding as an example. The expectation is that bike/pedestrian projects would receive one percent of transportation funding statewide, though historically we have fallen short of even that modest goal. The draft plan does nothing to reverse that trend because it does not identify funding mechanisms or address project prioritization in any meaningful way. It simply presents a vision and fails to identify appropriate measures and steps to advance that vision.

In short, the current draft plan doesn't go far enough and doesn't compel us forward to better outcomes for bicyclists and pedestrians, especially when compared to the previous plan adopted in 1995.

While the plan strives for statewide scalability as a stated goal, more attention should be given to ensure that the final plan reflects this goal. The plan defines a "critical connection" as the linking of two or more incorporated communities no more than 15 miles apart. Outside of Multnomah County, this distance is likely to be 25 miles or even more. Central Oregon has a number of examples where critical connections exist in exceedance of 15 miles, say between Prineville and Bend.

The draft cites a figure that approximately 90 percent of people using public transportation get to their pick-up spot by either walking or riding a bicycle. Based on this figure, the plan should place a much greater emphasis on bicycle racks and fix-it stations at all major user transit point. Agencies should be required to analyze these needs and install the appropriate transit stop features to accommodate the 90 percent transit users who don't drive motor vehicles to access public transit. At relatively low cost, more accommodations could easily be made for bicyclists accessing transit, similar to the accommodations created for those accessing Park and Ride Lots.

The plan acknowledges the importance of performance measures but then proceeds to identify a number of reasons why measures cannot be utilized, including costs and data constraints. While BPAC does not have an opinion on which performance measures to use, it is very important that

the plan incorporate some type of measures to improve and guide future decision making.

Finally, BPAC supports the plan's stated goal of eliminating bicycle and pedestrian related fatalities and would like to see additional policies to that end. While some safety actions are identified, the plan should also emphasize the need for separation of vehicles and bicyclists/pedestrians, especially on high-speed corridors. This is an aspect of bicycle/pedestrian safety not emphasized enough in the draft plan.

Thank you for providing this opportunity to comment on the draft Oregon Bicycle and Pedestrian Plan.

A handwritten signature in black ink, reading "Cheryl Howard". The signature is written in a cursive, flowing style.

Cheryl Howard
Deschutes County Bike Pedestrian Advisory Committee, Chair
www.deschutes.org/BPAC
www.bikecentraloregon.org

Comments on Oregon Bicycle and Pedestrian Modal Plan

Alex Bauman, Eugene, OR, resident

February 18th, 2016

General comments:

The draft Oregon Bike and Pedestrian Plan contains some good policies to support the addition of biking and walking in Oregon, as well as some justification that advocates and governments can use to prioritize biking and walking. Unfortunately, there are some glaring omissions in the plan that prevent it from living up to Oregon's long tradition of supporting non-motorized transportation and the popularity of biking and walking in the state today. The excellent policies that exist in the plan will not be enough to live up to the plan's vision, which ponders a complete, statewide biking and walking network, so I will aim my comments at revisions that could be made to the plan that would allow it to support that vision.

I'm going to begin my comments with two key issues I found in the plan, then I will move on to some important missing pieces I identified, and then I will address my thoughts on elements within the plan in the order they appear in the plan.

Bike Bill

The most important issue addressed in the plan is presented nonchalantly on page 57, where it notes that barely more than half of the bike/ped facilities ODOT is statutorily required to build under the Bike Bill have been completed, despite the 45 years that separate the passage of that bill from today. By comparison, the Interstate Highway System was authorized in 1956 and is generally considered to have been completed by 1992, 36 years later. Despite the considerably greater complexity of designing a freeway facility and the enormously greater size of the system, the Interstates were completed at least 9 years and, at this rate, more like 50 years sooner than ODOT will complete its legal obligation to build biking and walking facilities along state roadways! Moreover, this rate of facility provision is likely similar to any number of states in the northern tier of the US, regardless of whether they have laws requiring their DOT to provide bike/walk facilities.

ODOT's obligation under the Bike Bill should structure the Oregon Bicycle and Pedestrian Plan. The plan's vision statement, though imperfect, strongly supports the fulfillment of ODOT's statutory obligation under the Bike Bill to provide biking and walking facilities along all state highways. The Plan should analyze the extraordinary delay in fulfilling that obligation – what are common impediments to building facilities? What are some successes? Has ODOT learned lessons that can be used in future projects? What highways that are currently missing facilities are likely to see construction in the next 20 years? Has there been any attempt to quantify the increase in cycling and walking along highways that have been reconstructed to include facilities?

The discussion about ODOT's history and future of fulfillment of Bike Bill obligations could fill an entire plan of its own – but given that this agency is the department of transportation, it would logically fill the biking and walking modal plan(s). For example, see Delaware's 2004 Bicycle Facility Master Plan, which was written in response to the passage of a state law similar to Oregon's Bike Bill. (It's noteworthy that since the passage of this plan, Delaware has moved up from #31 to #3 in the League of American Bicyclists' annual ranking of the states by the bike-friendliness of their policies and facilities. Oregon is #6, having declined from #4 since 2008.)

It is likely too late in the process to restructure the plan around ODOT's fulfillment of its statutory obligation under the Bike Bill. However, substantial additions should be made to Chapter 2 to discuss the questions I've raised above. It would also be useful to present a map of facilities that have been built under the Bike Bill and when they were built. The Long Range Needs section of Chapter 4 should also be expanded to identify urban highways that require facilities under the Bike Bills and the approximate reconstruction timeline of these highways. The Funding Scenarios should also be expanded to identify the scenarios' impact on the fulfillment of the Bike Bill both in terms of the percentages of urban highways with biking/walking facilities and the actual highways in need of reconstruction that may need to be fulfilled. This will not only help to clarify the role of the Bike Bill in the completeness of Oregon's transportation network but also will straighten out the muddy distinction in these scenarios between bike/ped facilities that can be completed as part of multimodal projects (i.e. largely funded through traditional road funding streams) versus those that rely more on specific non-motorized transportation funding.

Implementation Plan

It is possible that ODOT's obligations under the Bike Bill could be addressed in the Implementation Plan briefly mentioned in Chapter 5. However, this underdeveloped concept of an Implementation Plan is itself problematic because advocates and affected parties can only guess at the degree of detail and the areas it will contain. While the Key Initiatives section describes a more fleshed-out set of next steps, they aren't explicitly bound to the Implementation Plan. Will they be further developed in the Implementation Plan? When is the target date for completion of the Implementation Plan? Why couldn't the Implementation Plan be incorporated into the main plan, as is more traditional? Will the Implementation define the baselines for the Performance Measures, or simply further flesh out those Performance Measures? Without seeing the Implementation Plan, it is difficult to gauge the impact of the issues and policies discussed in the plan.

What's missing

Pedestrians

I had to keep checking the margins to make sure that this was a Bike & Pedestrian Plan rather than just a Bike Plan. While biking and walking have more in common with each other than with motorized modes, they are different enough that many states have separate plans for each mode. A plan that includes both should have more discussion of issues specific to pedestrians.

One area of huge concern for pedestrians that is mentioned in a mere off-hand way in the plan is detection (mentioned in Policies 1.1H and 3.2F). Intersection designs that use motor vehicle detection almost always negatively impact pedestrian transportation by requiring the use of beg buttons. These design features reduce pedestrian mobility by making it nearly impossible for a pedestrian to proceed through an intersection without waiting through an entire signal cycle. The plan should note under the Safety section in Issues & Opportunities in Chapter 2 that beg buttons have been shown to reduce pedestrian compliance (Pedestrian Facilities Users Guide -- Providing Safety and Mobility, FHWA Publication No. FHWA-RD-01-102, March 2002), add a strategy under Policy 1.1 to discourage the use of motor vehicle detection, and another policy under Goal 3 that requires a default walk signal in every traffic signal phase unless specifically approved by the ODOT commissioner.

Land use, an huge issue for both bikes & peds, is mostly missing from the plan but is especially important for pedestrians. The City of Eugene's 20-minute Neighborhood initiative (adopted in its Envision Eugene plan) is an example of the single most impactful policy a body can adopt for encouraging pedestrian activity. The Oregon Bicycle and Pedestrian Plan should discuss Land Use in much greater detail (more later).

Encouragement

Oregon has a body of existing policy that not only accommodates bicycling and walking but encourages it. One example is the Statewide Transportation Strategy calling for 40% of SOV trips of 20 miles round trip or less to switch to biking and walking -- shouldn't the Bike/Ped Plan detail this and provide strategies? It's mentioned only briefly on page 17. State bicycle plans such as Wisconsin's, Minnesota's, and Washington's have specific goals to increase ridership. The Oregon Bicycle and Pedestrian plan ignores existing state policy and the state plans of its peers and limits itself to advocating for usable facilities for biking and walking. It should take a step further (and a hint from existing state policy – wasn't that reviewed before developing this plan?) and actively encourage an increase in biking and walking as a share of trips.

It should be noted in the plan that the 1995 Bicycle and Pedestrian Plan had a goal of doubling the state modal share of biking and walking trips as well as decreasing bike/ped injuries and deaths by 10% in the same time frame. Probably one of the most glaring omissions in the present draft bike plan is the near-absence of mentions of its predecessor plan. Were these goals achieved? Why or why not? The 1995 plan mentions three strategies for achieving these goals. Were the strategies implemented? Were they successful? In what ways could they be improved? The current plan's failure to take seriously the 1995 plan is a message to readers and policymakers that they can safely ignore the current plan – in 20 years (or sooner) another plan will be developed to wash the current plan away.

Land Use

While there is a smattering of discussion of land use throughout the plan, it isn't nearly commensurate with its tremendous importance to pedestrians and smaller, though still significant, importance to bicyclists. This is a bizarre omission considering that Oregon is undoubtedly the most successful state at adopting land use policies that benefit pedestrians and bicyclists. This plan should build on the success of the body of existing state policy and focus it where it would be beneficial to bicyclists and pedestrians.

One way that it could touch on existing state policy is by noting the positive impact on the UGB policy for biking and walking and adopting as ODOT's official policy that no exceptions to UGB policy be made.

More specifically, there should a section on Sustainable Land Uses added to the Issues & Opportunities section of Chapter 2. This section would discuss the fact that land uses that are friendly to bikes and peds also tend to be more productive land uses, and that grid street patterns tend to encourage more biking and walking activity than disconnected streets. For example, land uses with a higher Floor-to-Area Ratio (FAR) tend to have less space devoted to parking lots that tend to be hostile and dangerous to people on foot or on a bike. According to a study by Urban3 of Asheville, NC (The Smart Math of Mixed-Use Development, <http://www.planetizen.com/node/53922>), high FAR land uses tend to have much greater property value per square foot, which generates higher property tax revenue.

More land use goals and policies could then be added to Chapter 3. There should be an additional policy under Policy 2.1 that ODOT should use its power to grant new intersections with state highways to require those intersecting streets to be part of a street grid. Goal 4 should be expanded and split in two, one focusing on land use and another on economic development. I will provide examples of policies and strategies that could be included in a land use goal and an expanded economic development goal in my comments on Chapter 3.

Chapter 1

General Comments

This section does a good job encapsulating the rest of the plan in brief, and thereby shares the plans strengths and weaknesses.

Overview

This section should also describe how the Oregon Bicycle and Pedestrian Plan relates to the ODOT Design Guidelines and the Implementation Plan.

Vision

The vision only expresses in the most obtuse language the concept that biking and walking are and can be pleasurable. Without any sense in the vision that walking and biking are something that can be joyful, goals 3, 6, and 8 are poorly supported in the vision. The Oregon Highway Plan vision uses "attractive" in the very first sentence; why can't the bike and pedestrian network have proactively pleasing qualities too? Why not strike "Oregon's scenic beauty by" from the second sentence – this is not a natural resources plan, after all – so that it reads "People can enjoy walking and biking on a transportation system that respects the needs of users and their sense of safety". As expressed above, one of the weakest points of the plan is that it does not expressly encourage more biking and walking trips. The vision should be amended to express the vision that biking and walking should be attractive options in Oregon.

Chapter 2

General Comments

This chapter, particularly in the Benefits section, contains some statements that could be used to justify the prioritization of biking and walking improvements. However, these statements could be stronger and could be contrasted with the negative effects of motorized transportation to help overcome objections to removing space for cars.

Benefits of Walking & Biking

The Health Benefits discussion should touch on obesity, a condition that is more popularly connected with inactivity than the nebulously-phrased “chronic disease preconditions.” Reducing the prevalence of obesity is a goal of the OHA 5 year plan cited extensively in this section and increasing the accessibility of sidewalks and bike lanes is a strategy of that plan to meet that goal that dovetails nicely with the goals of the OR Bike/Ped Plan.

As noted above, this section should contain discussion of land use benefits given that land uses that are conducive to biking and walking also tend to be efficient, productive land uses. Oregon has official land conservation and anti-sprawl goals that would benefit indirectly from an increase of land uses that are bike/walk friendly.

Walking & Bike in Oregon Today

As noted above, the Bike Bill discussion needs to be drastically expanded. Moreover, given the explicit focus of the plan on increasing provision of bike/ped facilities, the discussion on The Existing System is highly deficient. This section should be far more qualitative than it is – why isn’t the stat about the urban highways bike/ped facility coverage here? Is there another modal plan with a Background section that doesn’t contain a single map?

Issues & Opportunities

This is a fairly complete description of the challenges facing non-motorized transportation in the state, but also can be read as a catalogue of the deficiencies of this plan. Needs such as lack of volume data and lack of safety perception data limit the plan’s effectiveness at developing policy. If we don’t know how many users there are, how can we validate the effectiveness of a facility? Other state plans have used the plan itself as an opportunity to develop and apply a methodology for collecting this data. Minnesota’s 2014 State Bike Plan did just that, developing a survey to determine which types of bike facilities respondents find most comfortable and are most likely to ride in. This plan should at the very least commit to doing a similar study as part of the implementation plan. However, Minnesota is not so terribly different from Oregon that the plan couldn’t simply adopt their results and apply them in a policy.

The statement in the Safety section that there is a lack of volume data isn’t entirely true, however. Many local jurisdictions, including Portland and Eugene-Springfield MPOs, have some data on biking and walking volumes. The plan should note these efforts and suggest ways to connect and build on them.

Further, the Safety section should note that studies have found that increasing volumes of bicyclists and pedestrians tend to reduce rates of injuries and fatalities for their corresponding modes (see e.g. [Safety in numbers: more walkers and bicyclists, safer walking and bicycling](#), P.L. Jacobsen, *Injury Prevention* 2003 #9). This is important as the emphasis of this section otherwise is on material solutions and, as I've noted elsewhere in these comments, the plan should place a greater emphasis on encouraging people to bike and walk.

Following on this discussion, the Performance Measures section should be expanded to discuss which performance measures “cannot be applied due to data constraints” – especially since the Performance Measures section in Chapter 5 doesn't elaborate on this statement. Another area of elaboration needed in the Performance Measures section is the performance measures that were included in the 1995 Oregon Bicycle and Pedestrian Plan (see for example on page 26). These should be mentioned here and evaluated for their effectiveness – not just whether they were met but how they were used over the two-decade life of the plan.

Chapter 3

Goal 1: Safety

General comment: The number one threat to the safety of bikes/peds is motor vehicles. Oregon has a VMT reduction goal, and this plan should reference it in an additional strategy that ODOT should conduct research and develop design guidelines to discourage unnecessary car trips

Policy 1.1

One major issue with cycling in Oregon is the reliance on sharing neighborhood streets with motor vehicles. This approach is common in Portland and Eugene, and in my experience leads to frequent unsafe passing maneuvers by cars. This problem is exacerbated by the state passing law being applicable only to vehicles traveling over 35mph. ODOT should officially recommend that at least three feet of distance be provided by motor vehicles when passing a cyclist or pedestrian, and ODOT should replace Share the Road signs with Provide Three Feet of Passing Distance signs. These should be one or more strategies under Policy 1.1.

Strategy 1.1F

Strengthen this strategy by encouraging the use of design speeds of 25mph or less on all roadways within urban areas. Reference the Bike-Ped Safety Implementation Plan's findings that the severity of crashes decreases significantly as posted speed limit decreases below 30mph.

Strategy 1.1G

What will be the mechanism to “study barriers and opportunities for the setting of posted speed limits”? Will it happen in the implementation plan? Doesn't ODOT have internal resources to understand barriers and opportunities related to speed limits? If another plan is necessary, this plan should call for it to focus on exploring ways to achieve a network of streets with speed limits more appropriate to non-motorized traffic as a component of the general transportation system.

Strategy 2.1A

This strategy should be strengthened by clarifying that convenience to motorists should not be a justification for not providing a direct connection for bikes/peds. The clause "when possible and safe" should be removed or replaced with "when not cost-prohibitive due to geographical barriers".

Policy 2.1

The desirability of grid street patterns to encourage biking and walking should be addressed in this policy.

Policy 2.2

This section is valuable in providing a technical aid to planning for local jurisdictions, and could be expanded by providing more specific ways that ODOT staff and publications can assist with this. Some examples could include developing an open data system, creating a clearinghouse for research (this plan could be a foundation), or updating the Design Guidelines to deliver more clear guidance on which facility types encourage biking and walking. It would be very helpful to local jurisdictions if the plan were more clear about which policies were impactful on performance measures

Policy 2.3

Does ODOT have GIS or data resources that could be shared with local jurisdiction in order to identify system gaps?

Goal 3: Mobility and Efficiency

The policies in this section are really excellent, and probably do the most of anything in this plan to advance the vision. Most of them are also directly related to ODOT practice. The plan should do far more to connect them to changes in procedure at ODOT, or to outline the ways that the strategies are already reflected in how ODOT does business.

Policy 3.1

These are probably the most valuable policies in the entire plan. What will be done to ensure that they are part of ODOT practice? Will they be written into the Design Guidelines?

Ease of movement for bikes/peds goes far beyond removing barriers and driveways of course. Sidewalk gaps and beg buttons are probably the two greatest sidewalk impediments. There should be additional strategies in this section, one of which would require sidewalks on both sides of every street, and one of which would require pedestrian recall at every intersection. These are so important that exceptions in urban areas should only be allowed by the commissioner of transportation.

Policy 3.2

What are the differences in needs between urban and rural communities? This plan is an opportunity to provide state-level guidance. It's inappropriate for a rural community to say that they don't need to accommodate bikes/peds because everybody drives there just as it's inappropriate for an urban community to say that they are banning cars because the earth. As a guidance tool for local jurisdictions to develop their own bike & ped plans, this document is an opportunity to bring a statewide perspective to the needs of local areas. So the plan should explore these issues in more detail.

The clause about the "unique needs of urban, suburban, and rural communities" exists elsewhere in the plan, and as in Policy 3.2, they are unrelated to the rest of the policy except as an exception. It would be better to have the "unique needs" of different types of communities as its own policy.

Strategy 3.2E

Many general contractors see adjacent sidewalks and bike lanes as cheap staging areas. This strategy should acknowledge this practice and seek also to limit the duration of construction-related sidewalk and bike lane closures.

Strategy 3.2F

Vehicle detection is almost always detrimental to bikes, and always detrimental to pedestrians. This strategy should be changed to reflect this fact. Detection should be avoided unless expressly allowed by the ODOT commissioner, and in those cases, beg buttons or detection devices must be installed.

This strategy more than any other is a giveaway that this is a bike plan with a few token pages for pedestrians. Probably the greatest inhibition of pedestrian mobility is the beg button, which almost always prevents pedestrians from legally crossing an intersection until waiting for an entire signal cycle, and which is a direct result of vehicle detection. It is shocking that the plan doesn't address this. Did staff walk for transportation at all while working on this plan? How many different types of environments were walked in? What times of day and on what days was this walking done?

Policy 4.1

The policies and strategies here are good but should be expanded greatly. Some examples of new policies could be encouraging urban land uses along urban state-owned roadways, strongly discouraging intensification of land use in rural state-owned roadways, and influencing TSPs and comprehensive plans to encourage bike/ped-supportive land uses. Strategies under the first and second policies could detail the minimum FARs and households or jobs per land unit for developments along state-owned roadways in urban areas, and the maximum corresponding metrics for developments along rural state roadways. An additional issue that the plan should address is ODOT's direct influence on land use through approvals for curb cuts/intersections on ODOT-approved roadways. A strategy could be added that ODOT will only approve curb cuts for urban land uses on urban roadways, for example, or intersections for streets with a grid layout in urban areas.

Policy 4.2

As detailed above, Policies 4.1 and 4.2 should be expanded into two separate goals, one focusing on land use and the other an expanded version of the existing economic development goal. The latter could be expanded with policies on bike/ped-related local business events such as cyclovias and block parties, or promotions such as business scavenger hunts that encourage people to visit local businesses while biking and walking, or promoting biking and walking as ways of saving individuals money through reduced parking fees and car fuel/maintenance.

Goals 5-6

These goals and their policies and strategies are good, but as usual for this plan the lack of specificity seems unusual. For example, in Policy 5.5, what are some examples of existing local partnerships? For Strategy 5.1C, why not include a map of Title I schools in Oregon? For Strategy 6.1D, too, the map should have been done for this plan – if not now, when?

Chapter 4

Historic Bicycle and Pedestrian Spending and Long Range Needs

These are two very important components of the plan that should be separated into two sections and expanded. The spending history only goes back as far as 2005, so it omits 34 years of ODOT's Bike Bill mandate. Was the required 1% level met for those three decades? The 1995 Bike/Ped Plan had a short section on funding – how does the funding picture of today compare to that of 20 years ago? This historical context is necessary to understand the path forward.

The Long Range Need section is far too slim for its importance and the degree to which it informs the rest of the chapter. Many state plans (e.g. Washington, Utah, Delaware) list every project identified as a need in their plan; at the least a map showing need density statewide or showing the identified needs in an example city would be helpful context to the reader. The paragraph on Appendix C-5 comparing the identified needs in Portland Metro's 2014 Regional Active Transportation plan to available funding is the sort of thing that would be helpful in the body of the plan; it's not reasonable to expect the reader to go to the appendixes for all detail.

Funding Scenarios

The concept and outlines of the funding scenarios is good, but as usual for the plan, they are lacking in detail. The scenarios depict vastly different futures, and the brief sketches included in the plan aren't enough to provide policymakers with an understanding of the importance of increased funding levels. Maintenance in particular is underdeveloped, but has a large impact on participation in non-motorized transportation, for which at this point the increase in participants will be "choice" bikers and pedestrians. Several shadowy parts of this section are a result of deficiencies elsewhere in the plan; since the plan does a poor job in distinguishing the portion of the bike/ped network that ODOT is legally required to build under the Bike Bill and therefore will be built even in the direst scenario, the extent and geography of the difference in scenarios is not clear. Again, maps would be helpful here.

Chapter 5

General Comments

As commented above, the separate Implementation Plan makes it difficult to understand the implementation path for this plan. At the very least, the plan should be more specific about why a separate Implementation Plan is needed, when it will be developed, and what it will contain.

Aspects of Implementation

This section, especially the Project Development and Delivery, would benefit from a more extensive discussion of the barriers that have prevented the fulfillment of ODOT's obligations under the Bike Bill in previous projects. This section is also generally unclear about whether the implementation will be carried out by ODOT or other agencies. For example, if the plan calls for holistic planning, presumably ODOT's plans will be holistic in the future. Will local jurisdictions have holistic plans, too, and what will be the repercussions if not? Who will monitor local plans for holisticness? Who will monitor ODOT's plans for holisticness?

Roles and Responsibilities

The National Association of City Transportation Officials (NACTO) should be included in the list of national organizations whose guidelines are monitored.

It's good that the plan indicates that ODOT will use the plan to inform its responses to the plans of other state and local agencies that impact non-motorized transportation. However, the plan should be more specific about the mechanism within ODOT to accomplish this. Will ODOT bike/ped staff be consulted when a new plan is being developed anywhere in the state? Will it stay within ODOT planning staff? What happens if an agency develops a plan without notifying ODOT?

The Cities and Counties section should note that these entities have a primary responsibility for land use approval, which is tremendously impactful on biking and walking. It should clarify that the land use impact on cyclists and pedestrians should be considered not only when developing land use plans but when making individual land use approvals. ODOT should have resources available to local governments to help them understand these impacts.

Tracking and Monitoring Plan Progress

It should be noted that it is preferable to express safety measures as a rate, and that the Performance Measure will be updated to accommodate this as soon as the Data Key Initiative allows.

ATTACHMENT 27



City of Oakridge
48318 E. 1st Street-P.O. Box 1410
Oakridge, Oregon 97463
Phone: 541-782-2258 FAX: 541-782-1081

February 17, 2016

Oregon Department of Transportation
Mill Creek Building
Transportation Planning Unit, Ste 2
555 13th Street N.E.
Salem, OR 97301-4178

Dear Oregon Bicycle and Pedestrian Plan PAC:

On behalf of the Mayors and citizens of the rural cities of Lane County, accept this letter as written testimony for the draft Oregon Bicycle and Pedestrian Plan. Having heard a presentation by Savannah Crawford from ODOT to the Lane ACT on February 10, 2016 in regards to the Draft Oregon Bicycle and Pedestrian Plan and after reading on your website what the objective of the plan is and which communities will be directly impacted I do not believe that this plan appropriately addresses the needs that we have in rural Oregon.

The plan appears to be very biased and addresses primarily the needs of the urban areas of Oregon. At issue is Draft policy 2.6 A and the population threshold of 35,000 residents, when the average sized city in Oregon is 2000 residents. The proposed threshold puts all the rural communities within Oregon at a serious disadvantage. If you were to remove the population of the cities of Springfield and Eugene from Lane County's population, the remaining 8 cities within Lane County combined barely reach the 35,000 resident threshold of Draft policy 2.6A.

When you consider that 75% of the population resides in six cities, within 5 counties of the 36 counties within the state of Oregon, it is extremely apparent that the rural communities are being grossly under served. Further, there is no mention in the draft plan of unpaved connectivity or safety features that would serve the citizens of rural Oregon.

Respectfully

James B. Coey
Mayor, City of Oakridge

A handwritten signature in black ink, appearing to read "James B. Coey", is written over the printed name and title. The signature is fluid and cursive.



Oregon

Kate Brown, Governor

Parks and Recreation Department

Headquarters
725 Summer St NE Ste C
Salem, OR 97301-1266
(503) 986-0980
Fax (503) 986-0794
www.oregonstateparks.org



February 18, 2016

Matt Garrett, Director
Oregon Department of Transportation
355 Capitol Street NE, MS 11
Salem, Oregon 97301-3871

Re: ODOT Bicycle and Pedestrian Draft Plan Comments

Director Garrett:

Thank you to the Oregon Department of Transportation (ODOT) for the thoughtful and comprehensive Bicycle and Pedestrian Plan planning efforts. I appreciate ODOT's look at all transportation modes and recognizing the importance of cycle tourism for the state of Oregon. I especially appreciate the numerous times ODOT has reached out to the Oregon Parks and Recreation Department (OPRD) for information sharing and for asking OPRD staff to serve on the Technical Advisory Committee.

This plan, if implemented, could greatly improve transportation for cyclists and pedestrians and be a template for other states to follow.

The key is in the implementation. The Project Development and Delivery section (page 71) speaks to the need to institutionalize pedestrian and bicycle transportation within the project development and delivery process. To be able to institutionalize active transportation, OPRD recommends the following revisions to the draft plan.

A strong plan will be a cornerstone for the future of Oregon's bicycle tourism and the associated economic benefits.

The order of these comments is not in order of priority; they follow the same general order as how they appear in the plan. A summary of each of the strategies has been inserted before each of the comments.

Comments on goals and strategy:

Goal 1: Safety

1.1F thru 1.1G (*the role of motorized vehicle speeds in bicyclist death and general safety*) notes that motorized vehicle speed is a significant factor in the severity of crashes with bicycles (page 23), but recent legislation raised speed limits on some rural state highways. Rural state roads are utilized by bicycle tourists and are used in many of the Scenic Bikeways. Many of the complaints received from Scenic Bikeway users are of high speeds and lack of separation. The



plan makes mention of speed reductions based on many factors found in a more urban environment. OPRD suggests developing a list of speed-reducing factors that could be applied to rural roads. Rural roads with short sight distances and/or no shoulder should be considered for a lower speed limit.

1.2A through 1.2C (*Education on the rules of the road*): Education and enforcement are vital to working towards Vision Zero, which will save lives. It is also crucial to the ongoing success of the Bikeway Program and to cycle tourism. The Bikeway Coordinator at OPRD gets complaints from cyclists about unsafe drivers on a weekly basis and hears regularly from motorists complaining about cyclists, though often times the cyclist was within the law, but the motorist did not know the law. This is often the case for laws allowing cyclists to use the full lane. Strategy 1.2A calls for identifying audiences in need of education. OPRD strongly suggests that ALL road users are in need of this education. Most road users are not aware of the existing laws pertaining to cyclists and pedestrians. Often times motorists have no idea they are breaking the law by not giving a cyclist safe passing distance or not yielding to pedestrians and cyclists entering a marked or unmarked cross walk. Sometimes law enforcement is not aware of these laws. All road users need to be educated on these topics. One suggestion would be to require all motorists to pass a written test every five to ten years. Cyclists also break the law. The majority of adult cyclists also have a driver's license so it would make sense to concentrate on driver's tests to increase education and thus compliance. Safe Routes to School programs can target young cyclists to educate on the laws pertaining to cyclists.

More widespread knowledge of the rules among all groups would hopefully lead to less animosity and more understanding of the system.

1.4A – 1.4D (*Encourage pedestrian and bicycle users by supporting personal security*): Secure, sufficient and convenient bicycle parking is instrumental to commuters and recreationists of all types, especially due to large bicycle theft rings in all the Oregon's larger cities. OPRD fully supports these efforts.

Goal 2: Accessibility and Connectivity

2.1A and 2.1B (*Improve pedestrian and bicycle network connectivity*): Direct connections are vital for a viable, useable network for all users, including recreational cyclists and bicycle tourists; yet, often a local parallel route with lower traffic loads scores higher on the Level of Traffic Stress Analysis and could be more accessible to the "interested but concerned" cyclists. Yet, these roads are often not under ODOT's jurisdiction, so there is no guarantee that needed developments for cyclists will be implemented. Local routes should only be used where the needed infrastructure is already in place.

State roads are often the most efficient way to a destination. Some cyclists want the most efficient route, and all riders need access to the businesses and other points of interest located on the state road. Therefore, to make the system complete, truly useable bicycle facilities—such as bike lanes or shoulders—must be installed on both the state road and the parallel roads with lower levels of traffic.

Level of Traffic Stress Analysis (page 36): This methodology is an ingenious way to look at the system from the user's point of view.

2.3B (*Improve bicycle and pedestrian way finding signage and maps to facilitate user connections*): There are many types of riders wanting to use Oregon's transportation system. Maps that classify roads and routes with a color coding (such as the Portland and Salem bicycle maps) provide quite a bit of information to the user in the simplest form possible. Another format is the classification system used in the state bicycle map that shows traffic volume and shoulder width. OPRD's Bicycle Recreation Coordinator receives many requests for road information. Cycle tourists often request this information, yet there are only limited resources to pull from to meet the information needs.

2.3C (*Seek opportunities to retrofit existing bridges where bicycle and pedestrian access is limited*): Retrofitting bridges with bike/pedestrian access is critical to creating a viable, usable system. The wording in this plan of "seeking opportunities" for retrofitting leaves more questions than it answers. OPRD understands the funding restraints and expense of retrofitting. Is there an interim step to provide for cyclists and pedestrians on the most cycled bridges in the state, including the ODOT designated Coast Route? One idea for an interim plan is to install traffic lights on bridges to stop motorized traffic and allow cyclists lead time on the uphill section of the bridge. This allows cyclists enough time to crest the hill in the bridge before motorized vehicles proceed.

2.4B (*Improve access to multimodal connections for bicycles and pedestrians*): Readily accessible information on transit is also needed to make the network a success. Recently, ODOT added a transit tab to tripcheck.com. This is a huge step in providing this information, sadly it is not well known. A very common question from cycle tourists is about how to access bikeways and the ODOT designated Coast Route via transit and how to return to the major population centers from a one way bike trip via transit.

Policy 2.5-2.6 (*Examine opportunities for the creation, expansion or maintenance of paths and trails through coordination, funding and technical assistance*): The most in-demand and successful bicycle tourism routes are scenic, separated paths. Successful examples of this include the Banks-Vernonia Trail and the Row River Trail; both are incorporated into some of the most popular Scenic Bikeways. These paths are also used as functional transportation routes for cyclists.

OPRD applauds the inclusion of this topic in the Plan, yet the criteria as written would not fit most situations in Oregon and would not allow smaller communities to compete successfully for funding. OPRD understands the need for a prioritization system and suggests the following criteria of a two pronged approach that would allow for both the more urban and rural parts of the state and acknowledges that paths are used for commuting and recreation:

- Prong one: Prioritize paths that would be primarily used as commuting, with top priority given to projects for paths that connect two or more towns and/or combination of town and large institution, such as a college. OPRD recommends removing the population minimum from the priority list. A very successful path that fits this category is the Ash Creek path linking Independence, Monmouth, the schools, many parks and Western Oregon University.

- Prong two: Prioritize recreational paths that would be a tremendous tourism draw and recreational opportunity to residents. The main criteria for this trail would be scenic character, with priority given to the most scenic paths, similar to the Bikeway Program rating system. The second priority would be for paths that would connect or expand an existing path.

OPRD suggests changing the criteria in 2.6A that states that “paths are inclusive of all communities on its alignment.” While it is ideal to be able to directly access a community, meeting this requirement can prove very difficult and may stop good projects or cause a path to meander unnecessarily. Communities near — yet not directly connected — to a trail can also reap economic and travel benefits if there are roads connecting a town to the path that score well on the stress level analysis, have wayfinding signage, parking and possibly transit.

OPRD manages several paths and must also manage user conflict, especially in larger population areas where paths get heavy use and when faster cyclists, slow cyclists, walkers and sometimes equestrians are all using one path. One suggestion to alleviate some of the conflict is to account for this in the path development with a wider path where large volumes of people are expected and use markings to separate cyclists from walkers.

Please refer to comments on Goal 8, mentioned later in this letter for additional pathway comments.

Goal 3: Mobility and Efficiency

3.2B and 3.2E (*Integrate pedestrian and bicycle mobility into consideration in planning, design, construction and maintenance*): Currently, during construction and maintenance projects pedestrians and cyclists are either left with no options or with a detour that is not functional due to the added distance or safety factors. 3.2B – 3.2E would set the stage for a useable functional system. Currently, construction alerts on State Scenic Bikeways are communicated on a haphazard basis with notifications delivered when an attentive ODOT staff-person happens to notice it is on a Bikeway. Ideally, any construction that would impact a cyclist, especially detours and chip sealing projects, would be communicated via a dependable system. Notice of construction on Bikeways can then be posted to the OPRD Bikeways site and sent to Travel Oregon’s RideOregonRide.com site to get the information to cyclists.

3.2G (*Help to preserve pedestrian and bicycle mobility and safety through maintenance activities*): Sweeping shoulders, especially to clean off accumulated cinders and sand, is a necessary part of a workable system. Unswept shoulders require cyclists to swerve into the traffic lane to avoid hitting debris.

Goal 4: Community and Economic Vitality

4.2C (*Promote existing programs, such as the Scenic Bikeways Program*): ODOT’s support is the key reason for the Scenic Bikeways Program success. Other states are working to develop a similar program and have not yet been able to for lack of DOT involvement. OPRD appreciates the support and looks forward to a continued partnership.

The ODOT representative on the State Bikeways Committee plays an essential role as the liaison to the Bikeway Program and to ODOT area and district managers.

Goal 8: Strategic Investment

Policy 8.1 (*Seek funding to address pedestrian and bicycle transportation needs:* This policy crucial to the success of strategies for building off-road pathways.

Strategy 8.2C (*Be opportunistic in acquiring right-of-way for future potential pedestrian and bicycle facilities*) OPRD strongly supports this strategy. Often the limiting factor in building trails is the lack of right-of-way or public ownership for an unused or underused rail line or old road. Gaining public access through rail banking or other means requires funding and in depth understanding of the law. Few agencies or private organizations have the funding or expertise. ODOT may need to take the lead in, at the very least, a facilitation role and, at most, becoming the land owner, just as ODOT is for state roads.

Thank you again for the opportunity to comment on the plan and for ODOT's continued partnership on the Bikeway Program.

Sincerely,



Lisa Sumption
Director

February 19, 2016

Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Re: Draft Oregon Bicycle and Pedestrian Plan

Dear Commissioners,

I am writing to state my concerns about the Draft Oregon Bicycle and Pedestrian Plan. Oregon has a history of being one of the most effective states in providing safe and accessible communities for people walking, bicycling, and using transit modes. Much of the recognition for this goes to the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT). However the draft plan as submitted for public review neither boldly nor clearly lays out a future path to ensure that all communities across the state are accessible for the entire population, to walk and bicycle.

At the highest level, I believe that the plan does not clearly represent or understand the distinct differences and needs for people that walk and those biking. Everybody walks – is a pedestrian; even if when people drive they must walk. Walking is something done by the smallest children, the oldest senior citizens, and people with mobility differences, such as wheelchairs. As such, the plan must lay out a vision of what safe and comfortable walkable communities are, and defining a commitment to them. Specifically, people not only need sidewalks, but safe places to cross, especially in transit locations and population centers, and areas for sitting and resting.

The plan fails to identify the existing conditions around the state, and the types of destinations, and specific locations where investments must be focused. A specific example is identifying the multitude of state highways that serve as the main streets for cities and towns throughout Oregon. It is critical to understand the condition of walking to business and services by people on foot in these communities. Understanding these conditions will have significant impacts on the goals such as safety, equity, community and economic vitality, health, and accessibility.

The plan should then prioritize the critical areas that people on foot and bicycle need prioritized, especially in the face of competing interests. Keeping the example of main streets, the safety and accessibility of people on foot must be prioritized on main streets and in town centers everywhere in the state. These places are served by transportation facilities that have competing interests, such as serving through traffic, but the safety and accessibility of people walking to the stores and community services must be prioritized to ensure the goals of this plan and livability of these communities.

The prioritized critical areas and specific projects should then be depicted on maps or diagrams. Project lists with strategic investment scenarios should back up these diagrams.

It appears that there is a lot of analysis and information missing that would be needed to transform this draft plan into a hard-hitting strategy to support the strategic implementing of a world-class system for pedestrian and bicycle transportation.

As a concerned citizen, professional in the field, and past-leader of bicycle and pedestrian advocacy organizations, I urge the OTC, ODOT staff, and consultant team to roll their sleeves back up and turn this draft plan into an document that will drive the policy, implementation strategies, investment priorities for the state.

Thank you.

A handwritten signature in black ink, appearing to read 'Scot Bricker', with a stylized 'S' and 'B'.

Scot Bricker, MURP

8716 N Syracuse
Portland, Oregon 97203
503.757.8342
ssbricker@gmail.com

February 18, 2016

TAMMY BANEY, CHAIR
Oregon Transportation Commission
355 Capitol St. NE, MS#11
Salem, OR 97301

Dear Chair Baney,

Please accept these remarks as an addition to my presentation of the statement from the Portland Bicycle Advisory Committee.

The plan does not do enough to define the challenges of walkers, cyclists and persons with disabilities who are using active transportation as their primary or in some cases only method of transportation. In our urban and in some suburban areas this is going to be an increasingly larger group. We need to have specific plans to count the individuals and include them in the fabric of our transportation network.

Further the plan needs to emphasize that funds devoted to active transportation should be spent on projects which are part of a defined system. Referencing my sister, Gail, we need to be specific about pooling funds so that we create meaningful projects that have the potential to change local transportation as well as regional and statewide recreation.

Finally the plan should devote specific energy and attention to how minors travel in our communities. We need to think about linking roads, parks, and schools into a seamless route system which gets our students out walking and riding. This both a transportation and significant public health issue.

Thank you for allowing me to introduce these comments today. The proposed draft is a meaningful first step, but more specificity it could be a document which leads use forward rather than one gathering dust on a shelf.

Christopher Achterman, MD

RECEIVED

ATTACHMENT 31

02/26/16

ODOI
HEADQUARTERS



JACKSON COUNTY

Health & Human Services

February 18, 2016

Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

RE: Oregon Bicycle and Pedestrian Plan

Dear Commissioners,

As the Healthy Communities Coordinator for Jackson County Public Health I would like to express my gratitude to the Oregon Transportation Commission and the Oregon Department of Transportation for your commitment to working toward providing Oregonians improved conditions so they can become more active and healthy by walking and biking to meet their daily needs.

One third of deaths are due to physical inactivity, unhealthy eating, tobacco use and excessive alcohol use. Obesity and type 2 diabetes are growing cost drivers to employers. Seventy percent of all mortality is due to chronic diseases. Chronic diseases account for 75% of healthcare costs. In an effort to address the continually rise in healthcare cost in Oregon, especially related to chronic diseases, the Health Promotion and Chronic Disease Prevention Section of the Oregon Health Authority, Public Health Division, allocated funding to Local Health Departments, and federally-recognized Tribes and Confederated Tribes in Oregon to implement local Healthy Communities programs grounded in evidence based practices for prevention, early detection, and self-management of chronic diseases.

The purpose of the Healthy Communities Implementation funding is to support Proposers in implementing population-based initiatives that reduce the burden of chronic diseases most closely linked to tobacco use, physical inactivity and poor nutrition. Such chronic diseases include arthritis, asthma, cancer, diabetes, heart disease, obesity, and stroke. Healthy Communities Implementation programs create convenient access to healthy options that help people in Oregon live better, and create systems to help people take care of those living with chronic conditions.

I appreciate that Oregon's Bicycle and Pedestrian Plan speaks to supporting active transportation and the impact physical activity will have on improving health, decreasing healthcare costs, decreasing chronic diseases and an increase in access to medical care. In addition, addressing individuals that are disproportionately affected by lack of transportation the Oregon Bicycle and Pedestrian Plan will provide and improve the health outcomes of individuals with disparities. Ultimately, the visions of Oregon Bicycle and Pedestrian Plan and Healthy Communities align to support our diverse and vibrant communities and the health and quality of life enjoyed by Oregonians. Thank you for giving individuals opportunities to be part of the plan development and to comment!

Sincerely,

Jane Stevenson, Healthy Communities Coordinator, B.S, C.P.S.

CRAWFORD Savannah

From: Gary Shaff & Barbara Schack <bandgfam@jeffnet.org>
Sent: Thursday, February 18, 2016 5:26 PM
To: ORBikePedPlan
Subject: Draft OBPP

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Commission members,

I am disappointed. The 1996 version of the OBPP won nationwide acclaim for its comprehensive approach and promotion of bike transportation. Much of the content included in the earlier OBPP has been relegated into Appendix L of the current draft reflecting, at least in part, ODOT's incorporation of many great ideas that were described within 1996 Plan into standard design drawings and construction.

Regrettably, the body of the earlier plan has now been replaced, in the current draft, with generalizations and widely acknowledged information. There really isn't much new. Certainly not cutting edge and clearly not what is needed for ODOT and the State as a whole to create a world class bicycle and pedestrian network. The current draft will do little to improve the status quo and, more troubling, will prevent us from actually making substantive improvements to the bike and ped system.

The current draft doesn't include:

- A basic inventory of bike and pedestrian facilities on State Highways (a relatively easy task given ODOT's existing inventories and those of local governments). Yes, the data may have some gaps and there may be some inconsistencies in data collection and reporting but the data is there and it should be used. Local governments and MPO's have done their part isn't reasonably to expect the State to do the same.
- A funding source or method to ensure that bike and pedestrian facilities are constructed, where missing, in the coming decades. The Plan acknowledges that there isn't enough existing funding for everything that is needed. Why isn't there a strategy to bolster funding? Without an inventory we don't even know how much money would be needed to build-out the existing system. If you don't know what is needed, how can we every hope to get there.
- The draft doesn't identify obvious strategies to improve cycling safety. Why isn't there a discussion to improve motorists' adherence to bike passing law (ORS 811.065)? If motorists would only pass bicyclists as required under existing law many more people would be willing to ride.
- There isn't a discussion of potential changes to State law related to cycling. Why aren't the requirements of ORS 814.420 discussed in terms of the incidence of bicycle and motor vehicle collisions at intersections? As it is, many motorists claim to have not seen the cyclist in advance of a collision. Consistent with the requirements of ORS 814.420, cyclists are required to stay in the bike lane where they are invisible; instead of assuming a position consistent with their legal status as a vehicle. Allowing cyclists to get out of the bike lane at intersections would greatly increase their visibility and likely lead to a reduced rate of intersection, motor vehicle/bicycle collisions.

What is needed is a visionary plan; one that will help create a integrated, complete, and safe system for pedestrians and cyclists throughout the State. The Plan should place particular emphasis on the construction of bike and pedestrian facilities within urban and metropolitan areas. There is no credible reason why this hasn't already been done. The State and FHWA have been promoting a multi-modal system for decades. Why are

there so many miles of urban and metropolitan State highways that don't include basic bike lanes and sidewalks. Imagine for a minute how ODOT would react if there were sections of State Highways that simply stopped when, a few miles away, there was another roadway which should logically connect to the first. That is the current status of Oregon's bicycle network; at least in Southern Oregon and probably everywhere but Portland, Eugene, and Corvallis. Clearly, we can do better. Sadly, the current draft will only perpetuate the dysfunction even though local governments have made enormous progress in creating a bicycle and pedestrian network on their facilities. ODOT is not fulfilling their responsibility to create a functional bicycle and pedestrian system.

ODOT's overall organizational structure (w/ State, Region and District offices) should be reviewed in light of the problems in District 8. There the engineers have established their own striping system for bike lanes. In District 8, bike lanes start in advance of a signalized intersection only to stop on the opposite side. Bike lanes are identified as being present in official documents even though they are not striped as required by ODOT's Manual of Uniform Traffic Control Devices, Oregon Supplement, http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/oregon_supplement_mutcd_2009_edition.pdf, page 50). Bike lanes when restriped, as a part of marking maintenance, are striped inconsistently or incorrectly.

In conclusion, ODOT's existing policy framework for bicycle and pedestrian infrastructure must be restated as policy in the Bicycle and Pedestrian Plan to ensure that ODOT personnel at the District level don't ignore or otherwise forget their obligations. This includes policies ensuring:

- ODOT construction projects include bicycle and pedestrian improvements within metropolitan and urban areas,
- Pavement management practices ensure all vehicles (including bicycles) benefit equally from pavement improvements (explicitly CO11-91A), and
- Pavement markings and signage conform to the relevant standards.

Gary Shaff
516 Herbert St
Ashland, OR 97520

ODOT Bike Ped Plan team:

These comments are my personal comments on the ODOT bike/ped plan and represent my views only.

The plan seems to take a step in the direction of making biking and walking on the same level as motorized driving and then each time backs off. I urge ODOT to take a firm a confident stand to make biking and walking fully on the same level as driving. Having all three on the same equal treatment during planning, construction and maintenance is the only way to start to work towards vision zero.

Comments are particular strategies:

1.1A (continue to update design guidelines). The current guidelines are only for a more urban context. Update them to include rural roads. I am not sure how you can include "latent demand" as the strategy mentions. Do you mean for the "interested but concerned" riders that require a bike lane or buffered bike lane?

1.1C While better lighting is likely needed in areas throughout the state lighting may be more of a need in the Willamette Valley then other parts of the state due to less moonlight and more fog.

1.1D: Design the traffic lights to allow for pedestrians use of the cross walk without having to compete with motorists that also have the green light at the same time peds have the "white light" to go would improve visibility and stress. Pedestrians need to be able to cross the street when only pedestrians are given the light to move.

1.1E The use of the "pedestrian scramble" crossings where peds can cross diagonally when all motorized traffic is stopped can also be used to reduce exposure time and wait time.

1.1 H (emerging technologies). I urge ODOT to be involved in any law making or policies on driverless cars. This new technology could be very good or very bad for bikes and peds.

1.1 L (priority Index system). The current data for bike and ped crashes is severely lacking and is only recorded when the cyclist or walker is killed. It needs to include all injuries. If police were told to record these it would help. Someone I know was hit by a motorist who turned into a driveway while the biker was on the pathway (not sidewalk). The police who responded did not write a ticket or report the injury which took the cyclist months of recovery time. These types of incidents need to be recorded by the police.

1.2 C (sharing educational materials). Is this strategy the way motorists are educated? The innovative partnership that needs to be sought here is with law enforcement who will ticket motorists for not yielding to peds or passing cyclists unsafely.

3.2F (modify existing traffic signals) this strategy has the caveat of installation "where feasible". This is not a word that would help us in the vision zero goal. Including this caveat cancels out the good this strategy would do.

4.1 C (flow patterns and land uses). This one strategy has the potential to address the shopping areas along state roads that are only accessible by driving even though there is often a bike lane and some badly placed sidewalks. With acres of parking lot between the Target and the Best Buy most people who have the choice just drive to these locations and then drive from store to store even though the actual

distances are quite walkable. Setting up land uses for shopping centers to be truly bike and pedestrian useable would reduce the number of 3 mile or less trips the plan refers to.

Enforcement: Almost no motorists yield to a pedestrian in a cross walk- marked or unmarked. This is my experience in almost every cross walk outside of a few in downtown Portland. Motorists do not seem to know that it is a law and there are never tickets written to enforce the law unless someone is killed.

Safe passing distance is another law that is not well known and almost never enforced.

At the same time that motorists do not know these laws that could save lives I have been yelled at by passing motorists who think it is illegal for me to ever “take the lane” while on my bicycle.

Of course cyclists do illegal moves too often times because there is no bike lane or safe place to ride and sometimes out of ignorance of the laws.

Education for all people that have driver’s licenses is badly needed. Most adult cyclists have a license so cyclists would be educated as well. One way to accomplish this is to require the written test to be given every five or ten years. PSAs aired at random times or booklets distributed do not come close to the level of education needed to even begin to work towards the Vision Zero goal.

Diversion classes are another opportunity, often wasted, to teach the rules of the road. I would recommend reviewing the content of the diversion classes taught in different counties of the state. Some are completely useless and some, such as the one in Portland, uses the time wisely by engaging the audience and actually teaches the rules of the road.

Goal is safety and the plan states that speed is a major factor in fatalities yet the speed limit on some rural roads has recently increased. While I understand the wish to drive fast it is not safe. Rural roads with no shoulders and short sight distances need to have a reduced speed that is enforceable.

4.2A Bicycle tourism: I have biked in almost every region of this state and have experienced many types of road surfaces and have seen and felt that there are different grades of chip seal, though in talking to various public works staff I have found that not all are aware that there are better (smoother) grades of chip seal. If ODOT were to start to use the better grades of chip seal others would follow suit. ODOT could serve as a disseminator of information to counties and other road managers on cost effective yet rideable chip seal.

Goal five: Equity. Most bicycle counts show that more men ride than women. One major reason for this is safety. The more buffered bike lanes, pathed paths and enforcement of current laws the more women will bike.

Thank you for your hard work on such an important plan.

Sincerely,

Alexandra Phillips
1311 Chemeketa St NE
Salem OR 97301
541 447 8981

Oregon Bicycle & Pedestrian Plan Comments:

Some Different Ideas

Prepared by: Jeff Leach, Salem Resident

Quantity vs Quality

The plan references the [“Four Types of Cyclists”](#) working paper by Dill and McNeil[1]. In this paper, the potential riding public is classified into three groups of bicycle riders and the type cycling infrastructure they are comfortable with or not riding at all. The majority of the riding population is the Interested but Concerned group which is generally not comfortable riding in bike lanes or sharing the streets with a large number of motor vehicles. This group is comfortable riding on bike paths, protected bikeways and bicycle boulevards with low motor vehicle traffic. Here in Salem, the city Transportation System Plan (TSP), describes facilities for these riders as “family-friendly bikeways”.

The draft Oregon Bicycle & Pedestrian Plan refers to miles of bikeways or bicycle facilities but rarely differentiates between bikeways that a minority are comfortable with and family-friendly bikeways that a majority are comfortable riding. An analogy to this is if the state counted dirt roads in the road totals because a minority of drivers were comfortable driving them, the road totals would not be an accurate assessment of what the public really uses. To some degree, counting 1970’s grade bike lanes that only a minority is comfortable riding is outdated. A clear plan is needed to monitor the development of family-friendly bikeway infrastructure that the majority will use, rather than bikeways used by a minority.

Measuring Progress

Common methods of reporting infrastructure development progress are listing the expenditures, the number of intersections improved and miles of bikeway built. With these types of reporting, it is not clear if the accomplishments are numerous or fall short of a stated goal. Each local jurisdiction has a Transportation System Plan (TSP) that lists goals for the next 25 years. Although “not required to be financially restrained” as the draft bike/ped plan states, the improvement costs listed in the local TSPs could be used as a reference to track the annual progress of improvements. The progress made each year could be calculated as a percentage of the costs in the TSP. In theory, over 25 years, 4% progress would be made each year. Because the TSP estimates are not “financially restrained”, the accomplishments would likely be less than 4% each year. The value of calculating the progress of the TSP percentage is that funding gaps and inconsistencies can quickly be identified because this provides context that dollars and physical measurements do not provide. A simple but standardized method to report progress of the TSP should be developed.

Improving the Process

The draft bike/ped plan describes current conditions and future aspirations, but the plan does not address improving the process of bringing about change. Over the last decade in the US, there has been significant innovation in the process of developing bicycle infrastructure. In New York City, experiments with temporary building materials have been very successful. Partnerships with business and nonprofits have helped with this progress. The cadence of getting work done has gotten faster. These changes in process are documented in National Association of City Transportation Officials (NACTO) resources and Gabe Klein's recent book "Startup City". The partnership of [PSU and Better Blocks PDX](#) is an example here in Oregon[2].

NACTO has as a good description of the process improvement [Interim Design Strategies](#): *With limited funding streams, complex approval and regulatory processes, and lengthy construction timetables, cities are often challenged to deliver the results that communities demand as quickly as they would like. Interim design strategies are a set of tools and tactics that cities can use to improve their roadways and public spaces in the near-term. They include low-cost, interim materials, new public amenities, and creative partnerships with local stakeholders, which together enable faster project delivery, and more flexible and responsive design.* [3]

More Uses of Data

The draft bike/ped plan mentions the use of data throughout the document. Data can be used to help identify priorities as well as aid in the planning and design process. There are other ways that data is used in bicycle and pedestrian infrastructure development that should be considered. Whenever a change is proposed there is some resistance. Data can be used to justify and even promote the change.

The innovative organizations use more data to bring about change rather and less on professional opinions. Data is used because it stops arguments before they can even start. In [Copenhagen](#), "counting is a fundamental to Gehl Architects, so fundamental that there is a basket of counters and clickers by the front door, to remind staff of the importance of data to back up their arguments." [4]

In New York City, former transportation commissioner [Janette Sadik-Khans](#) has said "I work for a data-driven mayor, as you know, so it was all about the data" [5].

"Data wins arguments." - Facebook CIO Tim Campos

Developing the Transportation Network

Future requests for funding bicycle infrastructure will be competing with other expensive but valid funding needs like highway maintenance and bridge repair. The [City of Portland](#) has demonstrated that it is realistic to increase the mode share of bicycles a few percent and that it is the cheapest transportation infrastructure to develop [6]. As other Oregon cities follow in building their bicycle transportation systems, the cost of transporting the 5%-10% of a city's residents on bicycles should be compared to adding 5%-10% more capacity with private motor vehicles. Economically, the cost savings is staggering. What is needed is a template so the costs and benefits data for bicycling can be presented for comparison to motor vehicle transportation "solutions".

Bicycle transportation is a cheap date.

- Roger Geller, Bicycle Coordinator, City of Portland, Oregon

New Perspectives on Complexity, Communication, and Collaboration

The Oregon Bike/Ped Plan covers an almost overwhelming number of topics yet there are more ideas that may not be quite ready for the plan but should be considered in the future.

The bike/ped plan has no guidelines on how to develop priorities of the various elements in the plan. Although it looks overwhelming, there are ways to analyze the interconnected issues and develop priorities of where to begin. A talk by [Eric Berlow](#) demonstrates the analysis of a [complicated issue](#) in 3 ½ minutes[7][8].

There is a fundamental change in how complicated topics like the bike/ped plan are being discussed. Traditionally the institutional hierarchical communications structure has been the standard. Technology is shifting communication over to a network model that connects more people. An example of the hierarchical model is an announcement that a bike/ped plan is available for comment. Then citizens send in comments into a central location that are rarely publicly seen until much later. Thus reducing the opportunity to collaborate. With the network model participants post their comments online that everyone can see. An exchange of ideas can take place multiple times. As an illustration, I've posted these comments on [BikePortland.org](#) to allow others to read, comment on and reference. [Clay Shirky](#) and [Manuel Lima](#) can elaborate on this topic. [9][10].

The bike/ped plan mentions collaboration. However if you look at the specifics it is all about collaboration with government agencies with one exception of utilities. Collaboration can work outside the hierarchical structure. There are opportunities to network with other groups like academia, nonprofits, advocates, both small and large companies. These groups should be included in the plan. Some of the larger advocates are mentioned, but there is no plan described to collaborate with them. There should be a plan collaborate with advocate organizations of all sizes from national organizations to small ad hoc neighborhood groups.

These groups can provide a diverse range of volunteers with some technical knowledge who are interested and connected to a large number of other networks. When a positive constructive relationship is built, they can engage with a community in ways that a government agency cannot do. Best practices for working with advocates and non-government partners should be developed to promote collaboration with cities, counties, and other states.

References

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4. http://therecord.blogs.com/take_the_lane/2010/09/jan-gehl-to-tell-ottawa-how-to-be-cycling-champion.html
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BIKE LOUD PDX

BIKELOUDPDX@GMAIL.COM

@BIKELOUDPDX

FACEBOOK.COM/BIKELOUD

February 17, 2016

Dear Ms. Crawford,

We at BikeLoudPDX, a grassroots bike advocacy group based in Portland, have had a chance to review the proposed ODOT Bike and Ped Plan. While it contains good ideas and sounds plausible, we feel that overall the language is too vague and not sufficiently action-oriented. The plan lacks specific benchmarks and measurements for success that are vital if bicycling and walking are to continue to be important parts of our state's transportation system. Finally, it does not include any facts or statistics on how bicycling and walking are currently benefiting our state, would continue to do so in the future, and could be made more beneficial.

Throughout the report, the language used is disappointingly vague and lacks a commitment to measureable goals and outcomes, with no plans of how to meet the stated policies or what success of the plan would look like. An example is Policy 1.3 under Goal 1: Safety, which reads "Encourage the development and sustainability of Safe Routes to School type programs through funding, partnerships, model programs and other technical assistance." Nowhere in the strategies for this goal is a mention of funding commitments, or how ODOT will help redesign and build their streets and roads near schools so that more children can walk and bike to school. Instead, these strategies mention such lukewarm goals as "[b]uild and maintain partnerships...endorse, promote, and implement SRTS Programs" and to merely "inform local school districts" about the eligible SRTS activities available!

Given the facts that many studies show that exercise before and after school benefits children's ability to learn and focus, that walking 1 mile to school each way meets two-thirds of the recommended amount of sixty minutes of physical activity per day, and that more children walking and biking would cut down on congestion and pollution on roads around schools¹, we thought that ODOT would include these important facts in the plan. A firmer commitment toward a measureable outcome, like committing to more funding over the next 10 years so that at least

¹ <http://saferoutespartnership.org/healthy-communities/101/facts>

10% of Oregon schools (double the current number who participate in SRTS) would be able to participate in this excellent and innovative program.

We were disappointed to find that there were no maps with an inventory of existing roads noting degrees of bike-friendliness as there were in the 1995 plan. The new freight plan includes such maps and we feel it is vital to include such an inventory so that the state can pinpoint where to make improvements. Especially since Policy 2.2 of Goal 2 is to “Inventory and define walking and biking networks to aid in project prioritization,” it is disturbing that the state would not include either a map with an inventory or a timeline for inventorying the road system.

We were also surprised to find that although Goal 4 is about community economic vitality, no statistics about the economic benefits of biking and walking are included. Policy 4.2 is about pedestrian and bicycle tourism, but doesn't include the fact that in the Oregon Scenic Bikeways program report, they found that the average overall bicycle trip expenditure, per person, was \$693². The Scenic Bikeways Report for 2014 notes the economic impacts of the program overall:

- “Cyclists who rode Oregon Scenic Bikeways made expenditures of approximately \$12.4 million in 2014.
- More specifically, cyclists who rode on Oregon Scenic Bikeways spent \$6.9 million on accommodation and food services, \$5.3 million on retail, including snacks and groceries and trip-related motor fuel, and about \$182,000 on arts, entertainment, and recreation, including bicycle/cycling event fees.
- In addition, this spending by cyclists who rode on Oregon Scenic Bikeways directly supported over 150 jobs with earnings of approximately \$3.4 million.
- This spending also generated local and state tax receipts (lodging taxes, motor fuel, and travel-generated business and personal income tax) of approximately \$450,000.³”

Yet nowhere in the Bike and Ped plan are these benefits noted, despite the fact that they are in an easily accessible, public report found with a quick internet search.

Omissions like these, coupled with the vague language of the plan and lack of identifiable benchmarks and goals make us wonder how seriously ODOT actually takes biking and walking as transportation. Given that 72 people died while walking and four people biking were killed while using OR highways, streets, and roads last year⁴, we draw the conclusion that ODOT is not prioritizing bicycling and walking.

² <http://industry.traveloregon.com/content/uploads/2015/06/ORScenicBikewayStudy2014.pdf>, page 4

³ <http://industry.traveloregon.com/content/uploads/2015/06/ORScenicBikewayStudy2014.pdf>, page 6

⁴ http://www.oregonlive.com/commuting/index.ssf/2015/12/oregon_traffic_deaths_top_400.html

We ask that ODOT add more action-oriented language and measureable goals and benchmarks to this plan, include an inventory map of the transportation system as well as adding statistics on the economic impact of bicycling and walking statewide. Bicycling and walking are a vital part of transportation in Oregon and will continue to be in the future.

Sincerely,

Emily Guise, Co-chair of BikeLoudPDX

Comments on Specific Sections of the Oregon Bike/Ped Plan

Goal 1: *"Eliminate pedestrian and bicycle fatalities and serious injuries, and improve the overall sense of safety for those who bike or walk."*

Without more emphasis on separating bicycle and pedestrian facilities, especially on higher speed streets, this goal cannot be achieved.

Strategy 1.1B & Strategy 1.1G The word "multimodal" is used throughout the document. In most cases it does not fit the definition provided in the appendix: *"the movement of goods or people by more than one transportation mode."* By this definition, a bike trip without a connection to another mode would not be a multimodal trip. Historically, the word has been used in two ways:

1. trips that use more than one mode or facilities that provide a connection between modes; or
2. facilities that accommodate more than one mode.

Given that there can be confusion about what is meant, it is suggested that the word "multimodal" be dropped when something like "all modes" or "bicycle and pedestrian modes" or "all users of the system" provides more clarity.

Strategy 1.1F: The purpose of this strategy is to identify risk for bicyclists and pedestrians. The language *"Where speed has been a contributor to pedestrian or bicycle crashes..."* suggests that only crashes caused by excessive speeds be evaluated. (Also, it should be clear that we are talking about vehicle speeds, not the speed of bicyclists or pedestrians.) Suggest changing to *"Where vehicle speed has been a contributor to pedestrian or bicycle deaths or serious injuries..."*

It would also be appropriate in this strategy to include buffering as a possible solution.

Finally, Adding on-street parking can be problematic for bikes, if not specifically designed to also accommodate bikes.

Strategy 1.1I, 1.1J, & 1.1K Near-misses are a frequent occurrence for bicyclists. The Safety Priority Index System might also consider near-misses and develop a means to identify where near-misses occur (reporting) and the types of locations where they occur (based on reporting) and include this data in this and all prioritization indices. The collection of data is addressed in 1.1J and 1.1K. Strategy 1.1I, however, should also include the use of this data in the safety priority index. ODOT has already developed some tools towards this end.

Strategy 1.1L Exposure is one but not the only means of developing a risk assessment. The weakness of this single approach is that it does not account for latent demand. Bicyclists and pedestrians tend to not use facilities when they perceive (an often real) risk. What is also needed is to : 1) identify good routes for pedestrians and cyclists; and then, 2) assess the safety of these routes (based on characteristics of the travel routes, not

based on how many people are brave enough to use them). In other words, the focus of risk assessment for cyclists and pedestrians should be from the personal: "how safe is it for me to use this route?" and not "how likely is it that somebody is going to die, prorated by the volume of cyclists and pedestrians who are brave enough to use the route?"

Strategy 1.2A/B/C Enforcement is also needed as part of this strategy to tackle distracted driving, tied into some kind of diversion program.

Strategy 1.3A/B/C Something should be said about programming and prioritization to address missing links (bike and walk). All schools should have safe, walkable and bikeable routes. Priority should be giving to fund missing links.

Policy 1.4 Suggest changing "*Encourage pedestrian and bicycle users by supporting personal security.*" to "*Encourage **use** of pedestrian and bicycle modes by supporting personal security.*"

Strategy 1.3A It would also be good to encourage secure and convenient bicycle parking at origins, not just destinations. Secure bike parking is a problem at many apartment complexes.

Goal 2: Accessibility and Connectivity -- "*Provide a complete bicycling and pedestrian network that reliably and easily connects to destinations and other transportation modes.*"

Parallel structure: "bicycling and walking" or "bicycle and pedestrian"?

For this policy to have any significant impact on the system, a new way of prioritizing and programming is needed. Strategies should include:

1. Consideration of benefits related to health and the potential positive impact on the state budget realized through health care savings. Active transportation prevents preventable chronic diseases.
2. A multi-modal (all modes) level of service should be part of the strategy. Rather than building and widening roads as encouraged by auto-driven policies such as the mobility standards of the Oregon Highway Plan, or the auto-based Level of Service policies many communities have adopted. Alternatives should be available to communities to provide improved bike/ped (and transit) connections to maintain the same level of mobility considering all modes. When major capital investments are being considered, putting money into other modes should be considered as an alternative. The multi-modal level of service concept is a means of accomplishing this. In general, the cost of bike/ped improvements are significantly lower and can often provide greater benefit.
3. Recognize that sometimes bicycle/pedestrian facilities don't always need to be in the same right-of-way as other modes. Allow for and encourage this.

The policies and strategies use inconsistent approaches to various problems. Table 1 summarizes the approaches to the six policies supporting Goal 2. It is unclear why, for

example, that technical assistance and coordination are a part of Policy 2.5 (which relates to paths and trails); but assistance and coordination are not a part of the policy on regional trails (Policy 2.6).

It is suggested that the language used in each of the policies supporting Goal 2 be reviewed and that all relevant approaches be included in each of the policies.

Table 1 -- Approaches to Policies for Goal 2

Policy	Planning/ Guidance	Model Programs	Development Code	Technical Assistance	Prioritization/ Funding	Design	Coordination
2.1 Improve Connectivity	X	X	X	X			
2.2 Inventories					X		
2.3 Fill Gaps							
2.4 Multimodal Connections	X				X	X	X
2.5 Paths and Trails				X	X		X
2.6 Regional Paths					X		

Strategy 2.4E is confusing to read and ambiguous.

Strategy 2.6A This policy leaves out Central Oregon, where many communities are farther than 15 miles apart.

Policy 3.1 The use of the word "vulnerable" is confusing. Policy 3.1 states that people who walk and bike are "vulnerable users." That makes sense when walkers and cyclists share the same space as cars. But then under strategy 3.1C it talks about enhancing the mobility of "vulnerable populations" it sounds like we might be talking about the economically disadvantaged, disabled people, racial and ethnic minorities, low-income children, the elderly, the homeless, or those with other chronic health conditions, including severe mental illness. What are we talking about when we say vulnerable populations? The strategies of policy 3.1 apply to anyone who walks or bikes or would like to walk or bike.

Policy 3.2 is awkward. Rewrite.

Strategy 3.2A Should the word should be "list" not "checklist"

Strategy 3.2D A multimodal (meaning all modes) level of service concept should be supported and encouraged which would allow bike/ped enhancements to be made in lieu, or in part of vehicle capacity projects.

Strategy 4.1 D It would also be beneficial to require that state government buildings, including contracted services such as state liquor stores, all be required to provide bike parking.

Strategy 4.1F should also address origins, such as apartment complexes, not just destinations. Secure bike parking is a problem at many apartment complexes. Bike parking is needed on both ends of the trip.

Strategy 4.1F It is unclear why some actions should be prioritized and others not. For example, the policy here states that access to commercial areas are to be prioritized. But we don't prioritize access to Schools. Schools should at least be on an equal footing. The question of prioritization needs additional thought. The question of how we prioritize and program improvements for bicyclists and pedestrians is a key policy element of the plan. At a minimum, there should be a policy to refine how we program and prioritize bike/ped projects.

Strategy 5.1B to identify barriers, the inventories should be of bicycle and pedestrian facilities, not of bicycles and pedestrians themselves.

Goal 6 Health

In general, the policies and strategies which implement Goal 6 do nothing substantial. The potential payback of encouraging people to walk and bike is tremendous. The value of potential savings in health care costs and the quality of life for Oregonians should not go unrecognized in the programming and prioritization process.

Strategy 6.1 C should be expanded to include a strong public outreach campaign, such as the anti-smoking campaigns, to encourage people to bike and walk.

Strategy 6.1F will not work unless it is a policy to actually integrate health care criteria into decision making.

Federal Highway Administration
Oregon Division
530 Center Street, Suite 420
Salem, Oregon 97301
503.399.5749

Ms. Savannah Crawford, Principal Planner
Transportation Development Division
Oregon Department of Transportation
555 13th Street N.E.
Salem, Oregon 97301

Re: Comments on Oregon Bicycle and Pedestrian Plan

March 3, 2016

Dear Ms. Crawford,

Thank you for the opportunity to comment on the draft Oregon Bicycle and Pedestrian Plan. This Plan represents a significant effort to advance bicycle and pedestrian planning in the State since the creation of the landmark 1995 Oregon Bicycle Plan. As you are aware the U.S. Department of Transportation recognizes and fully supports the development of integrated, active transportation networks for all users and the Department has committed major resources to develop pedestrian and bicycle planning and design guidance over the past few years. Certainly the efforts taken already by the State, Metropolitan Planning Organizations, and local governments have demonstrated the importance of bicycling and walking in Oregon and the Plan establishes a comprehensive foundation for structuring future efforts; while we have no formal approval of the Plan, we would urge your consideration of strengthening the Plan in four critical areas:

1. **Networks:** We would strongly encourage the Plan to define a network or establish key network attributes. Work in many cities, counties, and MPOs have established bicycle, and in some cases pedestrian, routes – using those to discern key principles and to attempt to link to extant defined local networks seems a first step to creating a backbone statewide network. A clear articulation of the principles of networks would have major impacts for delivery of a large part of the Plan and would also affect design elements, including physical separation, lane and path widths, and modal take-up, and helps guide investment decisions.
2. **Design:** As an extension of the issues on network identification, the issue of design deserves further consideration in the Plan rather than moving that effort entirely into the future through updating of design guidance. While the specifics on design may well need more effort, there are important principles of design that could be considered now, leaning on the considerable existing knowledge, to substantively shape the direction of design guidance.
3. **Performance measures:** Inclusion of a broader suite of performance measures (e.g. average travel time, trip length, connectivity, facility maintenance) would provide a springboard to support network identification, guide investment decisions, and identify measures to increase modal share and safety.
4. **Implementation:** We would urge the Plan consider opportunities to develop and improve bicycling facilities through resurfacing projects. With limited funding for major facility expansions, resurfacing is a substantive part of highway agencies capital budgets and offers an important, though often underutilized, means to address improving bicycling connections and on-road facilities.

Also, here are some suggestions and questions on specific pages and sections of the plan.

1. Page 23. Under the Safety section to the left of the “Pedestrian survival rate by speed” graphic in the mid paragraph it says: “Data has shown the risk of fatality increases from 5 percent at 20 miles per hour..”
SUGGESTION: Site the data source on that statement.
2. Page 52. Transportation funding overview mentions past funding including MAP-21.
SUGGESTION: Add the new “Fixing Americas Surface Transportation (FAST) transportation act.
3. Page 80. Tracking and Monitoring Plan Progress – Table 4 Plan Performance measures.
SUGGESTION: Table 4 could use a column that shows how the data will be collected.
For example: “#3 Safety measure (Perceived safety of walking and bicycling) Description: Percent of the public that feels safe walking and bicycling in their community.” If there was a method of gathering data column that had wording in it then it would better explain how that data will be collected, for example it could be collected by user surveys, apps that gather stress levels, site assessments, etc.
4. Page 81. Table 5 Performance Measures for Future Efforts
On the second PM in the table “Bicycle access to transit” the description says: “The percent of streets within 1 mile of a transit stop with a Bicycle LTS 2 rating”
SUGGESTION: State reason(s) why this is based on 1 mile? It seems that throughout the plan it’s mentioned that 3 miles is a measure for bicycles on various items.
5. Page 103 Appendix C regarding the wording “For instance, in the next State Transportation Improvement Program (STIP) cycle, it is assumed that federal funds decrease by 10 percent.”
QUESTION: What information is this 10% decrease in federal funds based on?

Sincerely

Nicholas Fortey and Bruce Moody
FHWA Bicycle-Pedestrian Program
FHWA Oregon Division

CRAWFORD Savannah

From: Gary Clement <zen-alaska@hotmail.com>
Sent: Friday, February 26, 2016 9:35 AM
To: Gary Clement; Ed Shaul; terry; PENNINGER Teresa B; ORBikePedPlan
Subject: John Day Bikeway, Painted Hills approved (Now Safety Ed. needed)

Follow Up Flag: Follow up
Flag Status: Completed

What a beautiful ride. Now some one needs to encourage bike safety education to locals so everyone is safe. Please do your part for ORS.811.065 Safe Passing and other Oregon bike safety laws.

Gary Clement
541-663-6683

JOHN DAY: New Painted Hills Scenic Bikeway officially approved

Posted on February 26, 2016

Oregon's newest Scenic Bikeway showcases the vivid color palette of the Painted Hills. The Oregon Parks and Recreation Commission formally approved designation of the Painted Hills Scenic Bikeway in its Feb. 24 meeting in Portland, the Oregon Parks and Recreation Department (OPRD) and Travel Oregon announced. The Painted Hills Scenic Bikeway loops through the multi-colored John Day Fossil Beds on 130 miles, connecting the communities of Fossil, Service Creek, Spray, Kimberly and Mitchell. Viewed from a bicycle seat, riders can see millions of years of history revealed in the layers of earth, one color at a time. The hills get their name from the delicately colored stratifications in the soil—layers of yellows, golds, blacks and reds formed millions of years ago by shifting volcanic islands. A closer look reveals ancient plant and wood fossils.

The Scenic Bikeway program is a superb collection of cycling routes that inspires people to experience Oregon's natural beauty and cultural heritage by bicycle, and that offers economic and social benefits to the state's communities and residents.

Scenic Bikeways represent the best of the best road bicycle riding in all of Oregon. The Painted Hills route is no exception. Most of the designated Bikeways, including the Painted Hills, use existing, paved roads. As the 15th designated bikeway in the Oregon Scenic Bikeway program, the Painted Hills Scenic Bikeway brings the total mileage of bikeways to more than 1,000 miles.

The Oregon Scenic Bikeways program is the first and only of its kind in the country. Launched in 2005, the program is a partnership between Cycle Oregon, Travel Oregon, Oregon Department of Transportation and OPRD.

"An independent report from Dean Runyan, showed that bicycle travelers in Oregon stay longer and spend more money. In 2012, they contributed \$400 million to the Oregon economy," said Todd Davidson, CEO of Travel Oregon. "More than \$12 million of that impact comes directly from cyclists riding Oregon Scenic

Bikeways. These bikeways are helping to support communities throughout the state, particularly boosting rural economies.”

All the information bicyclists needs to plan their ride can be found on RideOregonRide.com, including a printable map, GPS data, camping and other accommodations and amenities along the route.

Filed Under: [Baker & Grant Counties](#)

CRAWFORD Savannah

From: biker.hans@gmail.com
Sent: Sunday, February 21, 2016 11:48 AM
To: ORBikePedPlan
Subject: Comments on Bike Plan

Follow Up Flag: Follow up
Flag Status: Completed

Hope this is not too late.

Major comment: include measurable goals, like an overarching vision of 10% of all oregonians can walk or bicycle safely and conveniently within 2 miles / 5 miles of their community center. More below.

Other comments:

p. 8, 1st paragraph: “..A number of factors contribute to these safety issues, which necessitates an evaluation and revision of Oregon’s approach to **Vehicular traffic facilities as well as** safe walking and biking facilities . . .”

p. 10: The overarching Vision for 25 years out should, in my opinion, have a measurable goal such as **10% of all Oregonians, in urban and rural communities, children and adults, can walk 2 miles or bicycle 5 miles safely and conveniently for errands, education or fun.**

p. 10: **The Vision: Why is this not a goal, more specific with measurable outcomes for each Oregon political entity/type (large urban, smaller urban, rural).** We’ve had endless hallucinations & Visions.

p. 19: A Profile of Users: **More significant would be a profile of who might be but is not using bike / ped, and why not - the basis of corrective action and culture change.**

p. 33: Policies and Strategies Goal 1: Safety: ‘.. improve the overall sense of safety ...’ **A number of the prior pages refer to incomplete routes for those who would like to walk or bike to work or school or errands; yet none of the technical sounding strategies within this first safety goal address this huge gap (pun intended) in the overall sense (and reality) of safety. Instead this key barrier of unsafe and incomplete routes is relegated to #2 of Goals. ??**

p. 36: Goal 2: Accessibility and Connectivity Policy 2.1 Strategy 2.1.A: ~~Provide direct connections, when possible and safe, for bicyclists and pedestrians~~ **Revise: Provide safe direct connections for those who wish to bicycle or walk. (“when possible” is an excuse for inaction).**

**Hans van Naerssen
Bend, Oregon**

CRAWFORD Savannah

Subject: FW: TPC Comments for MPC on Oregon Bicycle & Pedestrian Plan

From: ROLL Josh F [<mailto:JRoll@Lcog.org>]

Sent: Saturday, February 20, 2016 11:19 AM

To: CRAWFORD Savannah

Cc: DUNBAR Reed C; SELSER Lindsay R; SHOEMAKER Lee; THOMPSON Paul E; NEWMAN Emma; INERFELD Rob; TAYLOR Becky; BOYATT Tom; LUFTIG Sasha (SMTP); SCHWETZ TOM (LCOG List); SCHUETZ Petra; KERNEN Jeff; CURRIER Ellen; PIETZ Amanda

Subject: RE: TPC Comments for MPC on Oregon Bicycle & Pedestrian Plan

Hi Savannah,

I have been meaning to send some comments on the Bike/Ped plan so sorry for the delay. I realized I missed the official public comment period which closed yesterday but hopefully you can still find a way to incorporate the comments below. These comments mainly address data.

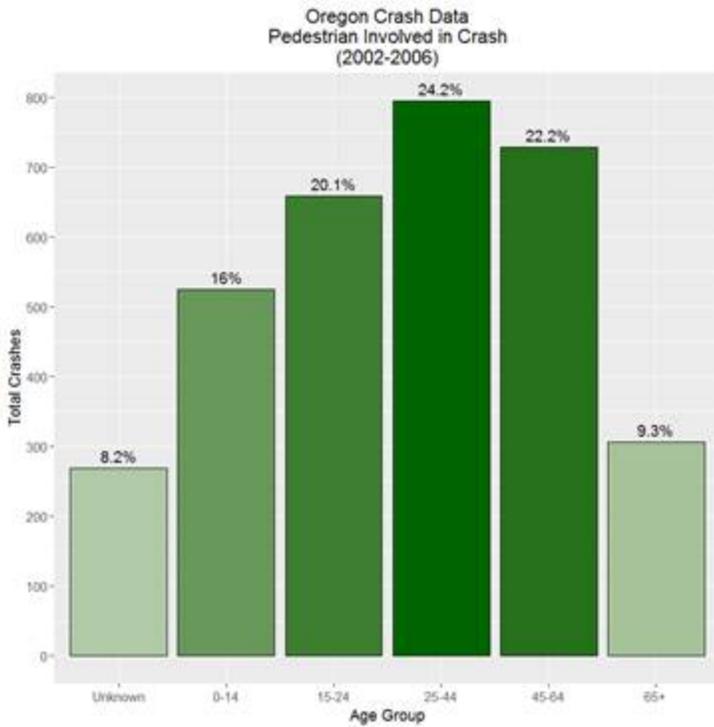
Counts Data

Regarding bicycle and pedestrian counts data: The current draft document mentions the bike and pedestrian count database (the one at Portland State University) as nearly complete but it is at this point ready for data to be uploaded. The database will continue to develop for sure with more visualization and summary capabilities but this plan should mention it more as a current asset than a future one. I think the TAC staff should seriously consider including language that shows support for the ongoing effort of that database for two reasons (1) it will continue Oregon's forward thinking nature on data and analysis for non-motorized travel and (2) ODOT has already invested in this platform and should see its investment through. The things we will be able to learn with these data through comparative analysis and even system evolution will be instrumental in proving non-motorized infrastructure worth in safety and public health.

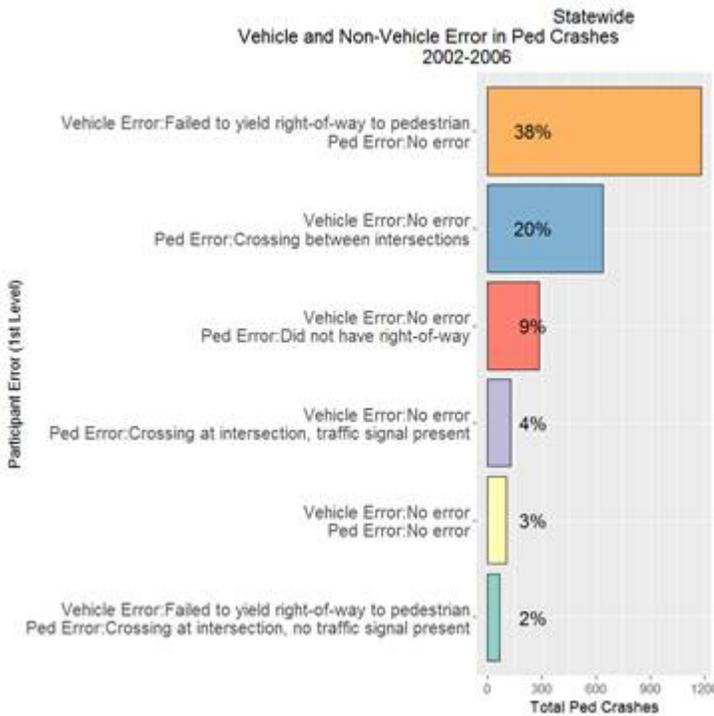
Crash Data

Even though we don't currently have enough statewide data for estimating miles traveled, the exposure information necessary to add to the denominator of a crash rate, there is still a wealth of information in the crash data that could be used for performance monitoring and helping to move the conversation around non-motorized transportation forward.

I realize the sensitivity of the us versus them mentality that accompanies bike and pedestrian issues but I think two or a few data summaries could be summarized to help dispel some myths we often hear. The first is age based breaks out that could show 25% of the pedestrians involved in collisions are under 14 and older than 65. I didn't include it here but you could show how infrequently the non-motorist is impaired. Many people locally have stated that the *majority* of pedestrian collisions occur because the pedestrian was drunk.

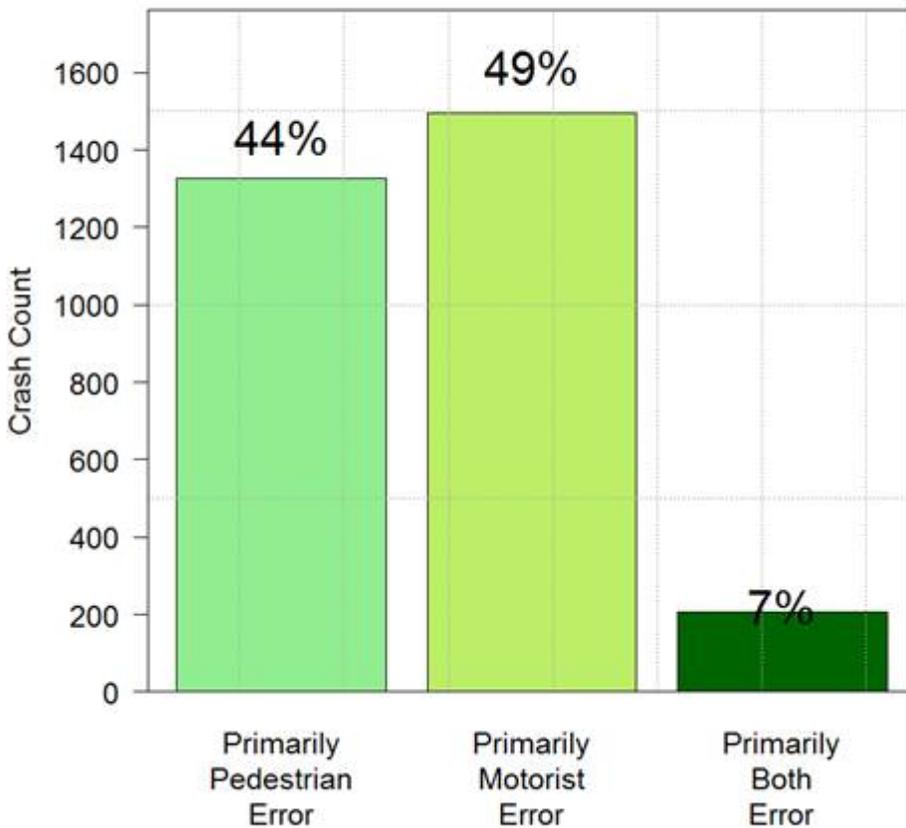


Below I created a graphic that pairs the participant error of motorists and non-motorists to shed light on “causes” of crashes when these users are involved.



The next graphic summarizes the above plot by non-motorist, motorist and both:

**ODOT Data Recorded Error in
Pedestrian Involved Crashes
2007-2014**



These data are for 2002-2006 for the entire state. I am working on getting updated data for the more current years but for now I only have these years. There are other ways to use the crash data I think to establish some base line conditions and tell a story that could be included in the plan and it doesn't require data sets that we don't yet have.

Crash Data Limitations

There are limitations to the crash data though I didn't see these addressed in the plan and I think they are relevant to mention. A big one and simple is an attribute on the crash as to whether or not there was a bicycle facility present for bike crashes. I realize the difficulty in adding new attributes like this to the ODOT Safety Division work load but research done locally has demonstrated the protective nature of bike lanes and as other protected facilities come on line it will be important to understand their relative safety benefits.

You can also see in the last graphic on error above that information is limited at times as to understanding what the issues are in non-motorized collisions. We should think about other attributes important to understanding these collisions and have them added to the data collected so that going forward more complete analyses of the crash can be accomplished.

Thanks for all the work you and the TAC have put into this effort. I look forward to seeing how its implementation can help meet the state and local goals.

Best,
Josh