Oregon Bicycle and Pedestrian Advisory Committee (OBPAC)

May 21-22, 2019

Location: Bend, OR

OBPAC Members: Michael Black, Cadell Chand, Elliot Crowder, Hau Hagedorn, Mavis Hartz, Jeff Monson, Emma Newman, Robert Spurlock

Absent: none

ODOT Staff: Amanda Pietz, Susan Peithman, Jessica Horning, LeeAnne Fergason, Chris Cheng

Guests: Derek Hoffbauer (Cascades East Transit), Brian Potwin (Commute Options), David Roth (Deschutes BPAC), Dave Thomson (Deschutes BPAC)

Tuesday, May 21

10:00 am – 4:00 pm

Location: Board Room, Riverhouse on the Deschutes, 3075 N Hwy 97, Bend, OR 97703

Introductions & Agenda review

- Meeting called to order at 10:08 am. Committee members and guests provided introductions and Michael Black provided an overview of the day’s agenda.

Review & approve Feb & April minutes (ACTION)

- Jeff motioned to approve the revised February meeting minutes. Robert seconded. All members agree. No discussion. No objections.
- Emma provided several minor revisions to the draft April meeting minutes and motioned to approve the minutes as revised. Mavis seconded. All members agree. No discussion. No objections.

Public comment

- David provided public comment on roundabout design and safety for people riding bicycles. Roundabout design in the US should incorporate lessons learned from the Netherlands to improve safety and comfort for people riding bicycles. Current US design requires people riding bicycles to merge with traffic or take a ramp onto the sidewalk when traveling through roundabouts, rather than providing a cycle track parallel to the sidewalk around the roundabout. This creates safety concerns, particularly at crosswalks. Hau recommended the Dutch CROW Manual and protected intersection designs as helpful resources for US designers.

I-205 Letter (ACTION)

- Hau presented the draft letter from the Committee to Region 1 Manager Rian Windsheimer requesting improved facilities for people walking and biking as part of the I-205: Abernethy Bridge to Stafford Rd freeway widening project. Committee members made several minor edits
to the letter and recommended adding Mandy Putney (Region 1 Policy & Development Manager) and Heidi Guenin (Region 1 Active Transportation Liaison) to the letter distribution list. Robert moved to approve the letter and have Michael Black send it to Rian Windsheimer on behalf of the Committee. Cadell seconded the motion. All committee members agreed. No objections. No discussion.

☐ ACTION: Michael send final I-205 letter to Rian Windsheimer

**Connect Oregon Funding (DISCUSS)**

- Significant changes to the Connect Oregon program have begun moving forward in the legislature as of a Joint Committee on Transportation hearing on HB2592 yesterday. HB2592 is the placeholder (“gut and stuff”) omnibus bill for fixes to the HB2017 transportation funding bill that was passed during the last legislative session. There are currently two amendments, -11 and -12, that contain the same ped/bike language:
  - Splits ped/bike funding out of Connect Oregon and into a separate Multimodal Active Transportation Fund.
  - Allows for use of ped/bike funds for improvements on or off of the road right-of-way.
  - 7% set aside for ped/bike is distributed biannually and bicycle excise tax revenue is added on top of that (current legislation includes the bicycle excise tax revenue in the 7% set aside). Bicycle excise tax will be split out upon deposit.
  - $50 million is established as the minimum amount of funding for a Connect Oregon solicitation. No minimum amount is established for the Multimodal fund.
  - Incorporates HB2083 language regarding $4 million in trails funding from Oregon Parks and Rec (OPRD), but splits funds into two focus areas with $2 million each.
- There will be one more opportunity for OBPAC engagement on this bill after it moves forward from the Joint Committee on Transportation.
- Discussion:
  - Jeff: Where did fix to the 7% plus bike tax issue come from? Amanda: 7% was established as the set aside for ped/bike in HB2017. This is less than ped/bike historically received from the Connect Oregon program. Amanda provided testimony to make sure that the bill fixes made the ped/bike funds additive so that funding levels would be more equivalent to levels in previous levels. Legislature wanted to separate out the ped/bike funds from the larger Connect fund to improve the selection process and timeline and because of poor performance of some ped/bike projects funded through previous rounds.
  - Hau: There is a lot of process to develop funding programs for such small pots of funding. How do we increase the impact of these small amounts of funding? Amanda: ODOT is trying to pool as much ped/bike funding as possible to make a more viable trails program. OPRD hasn’t been as engaged in those conversations, which may be why the $4 million OPRD pot of funds is more subdivided. Hau: Details like the $2 million OPRD funding splits would be more appropriate in the Administrative Rules than in the legislation.
  - Robert: This amendment is a very positive outcome compared to other potential directions. Are the $2 million OPRD splits intended to be to the Local Government Grant program and Recreational Trails program (RTP)? Change might be to increase focus on recreational trails and not just transportation trails. OPRD solicitations for these programs are annual, so this could mean that there is only $1 million available for each solicitation. There are also definitions for
some of the terms like “signature trails” and “scenic trails” which may make this too restrictive. Amanda: These are all lottery dollars, not federal like RTP.

- Michael: The sunset clause for the trails funding in the bill isn’t consistent with the spirit of the conversations we’ve been having. Susan: The total amount of funding through OPRD will be limited due to the sunset clause. The 7% set aside for the Multimodal fund continues in perpetuity. 15% of Connect Oregon V and 16% of Connect Oregon VI went to ped/bike. 7% should be about $4.8 million, so with the $4 million in OPRD funds ped/bike will get slightly more than in previous rounds... until OPRD funding sunsets. Robert: ORPA didn’t want the sunset to be included. Michael: ORPA’s focus was to get move the funding so that it didn’t take away from local government grants.

- Emma: OBPAC should write a letter on the bill with comments about not liking the sunset or split out of funds into smaller pots. Hau: Per conversation at last meeting has set up a form letter with mail merge for OBPAC comment letters. Susan: Hearing on bill is tomorrow, so OBPAC would need to submit comments tonight. Only submitted testimony so far is from Oregon Trails Coalition. Elliott: Revenue from the bike sales tax won’t offset the loss of $4 million from OPRD; the legislature should be made aware of that.

- Mavis motioned that Robert should draft a letter from OBPAC to the Joint Committee on Transportation sharing that OBPAC dislikes the sunset clause and specific pots/splits in the bill, but likes the excise tax + 7% correction and removal of reimbursement requirement. Emma seconded the motion. All members approve. No objections. No discussion.

The Connect Oregon Ped/Bike Rules Advisory Committee has two representatives from OBPAC and will be drafting administrative rules for the Multimodal fund if HB2592 passes. The statute says it is OBPAC’s role to make a funding recommendation for Connect Oregon ped/bike projects. Are there any process recommendations or considerations OBPAC would like to forward to the RAC?

- Mavis: Need to address issue of opposition to project being considered more than support, resulting in small opposition groups shutting down projects. Michael: This is a local government decision making issue, but there is also an education and advocacy role. Rule could require pledge from local partners, inclusion in a plan, evidence of public support, or early identification and outreach to “loud” stakeholders. ODOT could help develop informational materials to support projects, such as research on the impacts of trails.

- Clarify uses of the fund. Could focus on maintenance of paths, critical connections within communities, or regional paths.

- Robert: Do projects have to be capital, or can you fund planning and project development? Michael: not supportive of using funds for planning. Amanda: OTC set aside $3 million in federal discretionary funds for off-road paths. These funds could be used for project development, but there would be some strings attached (e.g., construction needs to be completed within a certain timeline or planning funds reimbursed).

- Elliott: The definition of “transportation project” excludes maintenance. Robert: Can we define “capital maintenance” as a type of transportation project? Amanda: We need to check with DOJ on that.

- Susan: Can planning be used as “in-kind” match to meet the 30% match requirement?

- Robert: Could the program incorporate a racial equity criteria? Criteria are currently being used by Metro (e.g., COBID utilization, public involvement requirements). Hau: SRTS is also a good example. Need to figure out what data exists to help address. Emma: Equity focus is important, but how to make sure all investment doesn’t go to limited number of places. Hau: Need to map potential criteria. Michael: Economic and health equity are also important. Could use BMI data from DMV, or partner with CDBG to address Title 1 schools.
Amanda: How frequently should ODOT run funding cycles? When should funding availability be announced? Emma: Sunset clause should inform the review cycle. OPRD will run the process for their $4 million in trails funding, but OBPAC should still play a role in review.

What should be the role of the ACTs in project selection? OBPAC will make funding recommendation directly to OTC. ACTs could be involved in identifying potential “regional paths” that are eligible for funding. ACTs want meaningful involvement. We could share more awesome Ped/Bike plans with the ACTs to get them good exposure and set expectations.

ACTION: Submit comment letter on HB2592 to Joint Committee on Transportation as testimony for 5/22 work session. Copy OPRD.

ACTION: Check with DOJ on “capital maintenance” definition and funding eligibility for Multi-modal Active Transportation Fund. Investigate “in-kind” match opportunities.

ACTION: Evaluate and map potential racial equity criteria for funding programs.

Legislative updates

- HB2682 - Bike Lane definition (passed!)
  - OBPAC will write thank you letter to JCT for sponsoring and passing bill. Bill provides legal clarity that will help with education and enforcement. Improves perceived safety and actual rights. Will increase motorist awareness and result in eventual safety improvement. Reduces need to stripe through intersections everywhere, which increases clarity for design.
  - Dave: Bill wouldn’t have prevented fatal crash in Bend. Bad intersection design still needs to be addressed.
- HB 2671 – E-scooter helmets
- HB2020 - Clean Jobs (Cap & Trade)
  - -94 is latest amendment. Has momentum, but chances of passing are less the longer it waits.
  - HB3525 creates rebates for low income residents and is also out of committee.
  - Byer is submitting bill to change constitutional restriction on gas tax spending that would go to voters.
  - Jeff: OLC was providing negative information on HB 2020 at COACT.
- SB998 – Stop as Yield
- Speed limits (multiple bills)

ACTION: Submit thank you letter re: HB2682
ACTION: Submit comment letter on HB2020

Committee Updates

- OR Active Transportation Summit Bike Bill session (Hau)
  - Panel focused on impact and implementation. Rex Burkholder provided history on bill and lawsuit. Roger Geller shared summary funding totals and comparison with other countries. Reed Dunbar shared local funding strategy from Eugene. There was additional conversation about whether a legislative approach was needed to update the Bill or rulemaking. Similar bills (e.g. Bottle Bill) have been amended multiple times. Takeaways: Bike Bill has done lots of good but 1% is too low to adequately fund need. There is still a lot of misunderstanding of the Bill.
• Oregon Coast Bike Route deviations (Elliott)
  o The OCBR plan has great potential to increase the economic impact of bicycling and bike businesses. People typically spend 6 days riding the route. Elliott met with Jessica and Jenna earlier this year to discuss potential route deviations and “scenic alternatives” being considered along the coast route. Would like to see pavement markings to help people navigate the route and improved, bike scale signage. Emma recommended looking into wayfinding used in the Netherlands and the community wayfinding section of the MUTCD.

• Recreational Trails Advisory Committee (Robert)
  o Kitty Weissman has started at OPRD as the new Scenic Bikeways Coordinator and an updated Scenic Bikeway brochure is now available.
  o Oregon Outdoor Summit was in Bend last week.
  o The State Outdoor Recreation Plan (SCORP) lists walking as the most popular outdoor activity in Oregon and has developed monetized benefit estimates.
  o Improvements are being made at multiple trails, including Humbug Mountain, Port Orford, Cape Lookout, Smith Rock, and Homestead Trails and Nehalem hiker/biker campsite
  o Office of Outdoor Recreation is staffing a Governor’s Task Force on the Outdoors. Susan is on the task force with other agency, industry, and advocacy representatives. Their first meeting is tomorrow.
  o RTP grants are due June 15. $2 million is available, including funding for motorized trails.

☐ ACTION: Add Bike Bill presentation to Google Drive

**Safe Routes to School (SRTS) Update – LeeAnne Fergason**

• SRTS Advisory Committee is working on approving their “guiding principles”. Also looking for recommendations of what types of projects to prioritize for funding. First round of infrastructure grants assumed city proposal was best solution for problem and only red flagged applications with eligibility or major concerns.
• In 2023, program will evaluate whether or not to put infrastructure and non-infrastructure grants on same funding cycle.
• Alta is currently developing “before” material for before/after studies of 24 projects funded through first round of infrastructure grants.
• Project Identification Program grants are currently available. Can fund up to 20 plans for schools to identify infrastructure and non-infrastructure needs. Focus is on small communities without planning staff.
• Non-infrastructure grants are also currently available. Can fund SRTS Coordinator position, education programs, etc. Program can’t provide stipends but can buy equipment or pay staff time for crossing guard program.
• Rapid Response grant program will begin this summer. Grants will support communities between competitive infrastructure cycles. Subcommittee is Laughton, John Vial, Anthony Butczek, and LeeAnne. Eligibility is based on safety and urgency as defined by committee (e.g. death in the last year, unexpected change that couldn’t be planned for and can’t wait until next round). Same scoring used as competitive infrastructure grants, then subcommittee decides whether or not to recommend for funding. $1.8 million available (increasing to $3 million in 2021) with maximum request of $500,000 allowed.
• Emma: You could potentially use the ARTS program crash modification factor spreadsheet to help prioritize applications and evaluate return on investment.
• Jeff: Committee would like to see a snapshot of projects selected.
• Hau: Do we know the number of students walking and biking at each school? LeeAnne: Before/after studies at schools receiving grants will collect this info from hand tallies and parent surveys.
• Elliott: Bike storage is needed at schools. Ask kids and parents about barriers to walking/biking.
• Emma: Springfield used pupil transportation data to prioritize crossings based on potential use. Would like to know more about the benefits of bundling projects vs. pursuing standalone projects.

State Ped/Bike Funding Programs Manual – Jessica Horning

• ODOT’s State Pedestrian and Bicycle Program currently consists of $3.7 million/year for the Sidewalk Improvement Program (SWIP), $500,000/year for Quick Fixes, and just over $300,000/year for SRTS infrastructure grant match. SWIP funds are allocated to the regions by formula and the region Active Transportation Liaison identifies projects for funding. Quick Fix is a first come, first serve small grant program managed by the Ped/Bike Program Manager. This funding represents roughly half of one percent of ODOT’s state highway funds. ODOT calculates total ped/bike bid items from construction projects to ensure that another half of one percent of state highway funds are spent on bicycle and pedestrian projects, in compliance with the minimum requirements of the Bike Bill (ORS 366.514). The process of going through bid items is time intensive and does not fully represent the amount spent on ped/bike projects.
• In the 2021-24 STIP, state funds for the Ped/Bike Program will be increased to $7.4 million/year so that ODOT is closer to meeting its minimum 1% state ped/bike funding requirement with a single budget line item. ODOT has developed a State Ped/Bike Funding Programs Manual to clarify how these funds are and will be managed. SWIP funding will remain constant, but the regional targets have been updated. To improve transparency with the Quick Fix program, $100,000 will be allocated to each region on top of their SWIP funding target, to be used for small scale, rapid response needs (e.g. striping, signing). The remaining $3.2 million/year will be used for a new ped/bike Strategic Investment Program, which will provide grants to ODOT regions on an application basis to complete large standalone or systemic improvement projects that address high ranking needs identified in the Active Transportation Needs Inventory and that contribute to achieving state Ped/Bike Plan policy goals.
• OBPAC will be involved in selecting the evaluation criteria used to score Strategic Investment Program applications, will review applications, and will make the final project funding recommendation.

☐ ACTION: Post State Ped/Bike Funding Programs Manual on ODOT Ped/Bike Program website once it is finalized

Urban Design Initiative – Susan Peithman

• Materials shared with OBPAC are first complete draft of ODOT Blueprint for Urban Design. OBPAC subcommittee (Robert, Emma, Jeff) will have workshop to provide consolidated comments on draft on May 29. Staff will submit comments to project team to share with consultant by June 1 deadline. Focus areas for OBPAC comment are bicycle facility selection process and crossing spacing guidelines.
• Final consultant draft of Blueprint is expected from consultant in early July. OBPAC will continue to review and discuss at future meetings. ODOT will begin rollout, education, and implementation of new guidance this fall.
• Guidance only applies to ODOT urban highways. Focus is on arterials, not freeways or expressways. Subcommittee will discuss how to add ped/bike facility guidance for expressways/freeways at workshop. Likely will be addition to bicycle facility selection process.
• Hau – NCHRP 855 has specific acknowledgement that on-street ped/bike is not appropriate on interstates expressways

• There is an OAR that states that ODOT should use an old version of the AASHTO guide for ped/bike design guidance. What is relation between OAR referencing old AASHTO edition, Highway Design Manual, and UDI? Does OAR need to be changed? There is an order of precedence document that clarifies which document preempts the others when guidance conflicts. Jessica will look into this.

☐ ACTION: Share order of precedence document with OBPAC

Work Plan Review and Future Agenda Planning

• OBPAC has made good progress on its work program and action items over the last year with the exception of the Equity focus area. The OBPAC agenda request form was updated to request all presenters address how their topic impacts and addresses social equity issues, but we could be more diligent in enforcing this request during meetings.

• Participating in or receiving an equity training was also identified as an action item. Training should cover equity basics and facilitate understanding and discussion of what “equity” is as applied to OBPAC. Could be potential for a joint OBPAC/OFAC activity.

• Robert will research speaker opportunities and costs to share at a future meeting. Gilly at Springfield SRTS may be a resource.

• Want to see crash/safety data analysis and info on health disparities

☐ ACTION: Identify equity training opportunities

Meeting adjourned at 4:18 pm
Wednesday, May 22 – Central Oregon Bike Summit
9:00 am – 2:00 pm

**Location:** Bend Parks and Recreation District Office, 799 SW Columbia St, Bend, OR

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<th>Time</th>
<th>Topic</th>
<th>Presenter / Organization</th>
<th>Length</th>
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<tbody>
<tr>
<td>09:00</td>
<td>Call to Order and Introduction</td>
<td>Dave Thomson / Deschutes County Bicycle and Pedestrian Advisory Committee</td>
<td>10 minutes</td>
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<tr>
<td>09:10</td>
<td>Welcome</td>
<td>Mayor Sally Russell / City of Bend</td>
<td>10 minutes</td>
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**Morning Session - Connecting Within Our Communities**

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<tr>
<td>09:20</td>
<td>Bend Low Stress Bike Network</td>
<td>Robin Lewis / City of Bend Community Development</td>
<td>25 minutes</td>
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| 09:45  | Central Oregon Bicycle and Pedestrian Updates (panel)        | Chris Cassard - BPAC Moderator
Scott Woodford - City of Redmond Community Development
Corey Misley - City of Sisters City Manager
Michelle Quinn - City of Madras Public Works
Brennan Morrow - Madras COTA | 55 minutes |

10:40  | Break                                                       |                                                                                          | 15 minutes |

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<tr>
<td>10:55</td>
<td>Bend Parks and Recreation District - Multi Use Path Plans</td>
<td>Sarah Bodo / BPRD Planner</td>
<td>15 minutes</td>
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<td>11:10</td>
<td>The Importance of Connections</td>
<td>Ariel Mendez / OSU Cascades &amp; Bend Bikes</td>
<td>20 minutes</td>
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<td>11:30</td>
<td>Oregon Bicycles and Pedestrian Advisory Committee Update</td>
<td>Mavis Hartz / OBIPAC Vice-Chair</td>
<td>15 minutes</td>
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<td>11:45</td>
<td>Safe Routes to Schools</td>
<td>Brian Potwin / Commute Options</td>
<td>15 minutes</td>
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12:00 – 1:00 Lunch and Networking *

**Afternoon Session - Connecting Between Our Communities**

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<tr>
<td>1:30</td>
<td>Case Study, Bend-LaPine Multi Use Path Development</td>
<td>Chris Cheng / ODOT</td>
<td>15 minutes</td>
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<tr>
<td>1:45</td>
<td>Electric bikes - Enabling Inter-Community Travel</td>
<td>Sterling McCord / Bend Electric Bikes</td>
<td>15 minutes</td>
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<tr>
<td>1:30</td>
<td>Cascades East Transit - New State Funding for Community</td>
<td>Derek Hofbauer / Central Oregon Intergovernmental Council</td>
<td>15 minutes</td>
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<tr>
<td>1:45</td>
<td>Connector Enhancements</td>
<td>Bruce Schroeder / Central Oregon Trails Alliance</td>
<td>15 minutes</td>
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2:00 Adjourn

**Optional Activities**

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<tr>
<td>2:45</td>
<td>Walking Tour</td>
<td>Sarah Bodo / Bend Parks and Recreation District</td>
<td>40 minutes</td>
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* Bag lunch available from Taco del Mar, $10 at the door. RSVP to Kim Curley (kim@commuteoptions.org) by May 15

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**Next meeting:** July 9 – Phone/web meeting

To join this meeting via teleconference, call 888-251-2909, participant code 868544#

Skype Screenshare (use phone # above for audio):
https://meet.lync.com/odot.state.or.us/jessica.horning/QBYWYJY3
Future Agenda Items:

- **July call**
  - Urban Design Initiative (UDI) final draft review & implementation update
  - Historic Columbia River Highway (HCRH) Update
  - Emerging Trends Impact Assessment (ETIA) Phase II

- **August**
  - Urban Design Initiative update
  - Americans with Disabilities Act (ADA) Program update
  - ADA policies discussion
  - Bike Bill 1% reporting update
  - I-205 parallel route development update

- **October**
  - Connect Oregon/Multimodal Transportation Fund criteria and selection process
  - 2024-27 State Transportation Improvement Program (STIP) development
  - Safe Routes to School (SRTS) competitive grants
  - Transportation Safety Action Plan (TSAP) implementation update
  - Oregon Freight Advisory Committee (OFAC) update

- **December**
  - Performance Measures & Data Plan
  - Sidewalk Improvement Program (SWIP) Strategic Investment Evaluation Criteria
  - Active Transportation Needs Inventory (ATNI) update
  - Oregon Health Authority (OHA)/ODOT data sharing
  - Brendan Finn update