

Oregon Bicycle and Pedestrian Advisory Committee (OBPAC) 2020-2022 Work Program

Focus Area	Goal	Strategy	Tactics and Timeline/Actions	Outcomes	OBPAC Lead(s)
<p>Focus Area 1: Legislative Policy (not funding related)</p>	<p>1.1 During the February 2021 legislative session, the Oregon Legislature passes legislation to support implementation of a comprehensive, connected pedestrian and bicycle infrastructure network for all ages, all populations, and abilities across the state of Oregon.</p> <p>1.2 During the February 2021 legislative session, Oregon Legislature passes legislation to support a modern multimodal transportation system that improves access to active modes and safety for all Oregonians.</p>	<ol style="list-style-type: none"> 1. Support legislation that addresses systemic barriers to walking and bicycling and improves pedestrian and bicycle safety and networks. 2. Provide feedback on transportation projects identified for funding by the Legislature to ensure they incorporate adequate pedestrian and bicycle facilities (addresses HB2017 and Bike Bill issues). 3. Support legislation that creates a 21st Century Bike Bill 4. Support legislation that incentivizes the use of active transportation and e-bikes so that all Oregonians can access and benefit. 5. Support adoption of an e-bike classification system that modernizes and clarifies the rights and responsibilities of e-bike operators in Oregon. 6. Provide feedback to legislators on proposed policies and regulations to ensure they result in decreased vulnerable user crashes and increased multimodal access for all Oregonians, particularly in disadvantaged communities. 7. Support autonomous vehicle regulations that incorporate safety of all people walking and biking, regardless of skin color, ability, etc. 	<ol style="list-style-type: none"> A. In December 2020, reach out to ODOT government affairs staff to discuss legislative priorities and request updates throughout the 2021 legislative session on legislation related to OBPAC goals and strategies. B. Receive regular legislative updates from ODOT government affairs staff during OBPAC meetings through the 2021 legislative session. C. Throughout the 2021 legislative session, write letters to educate decision makers (e.g. Legislators, OTC, ODOT Director, Area Commissions on Transportation) on the benefits and burdens of proposed legislation to vulnerable road users. 	<p>Reduce fatal and severe injury pedestrian and bicyclist involved crashes</p> <p>Increase bike and pedestrian resources for disadvantaged populations</p> <p>Accomplishments:</p> <p>★ 2021 Legislative Session updates from Gov. Affairs staff scheduled</p>	<p>Lead - Hau E-Bike issues - Mavis & Elliott</p>

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<p>Focus Area 2: ODOT Policy Adoption and Implementation</p>	<p>2.1 Increase ODOT accountability and transparency to ensure implementation of policies, projects, and plans that improve biking and walking in Oregon communities (including implementation of the Oregon Bicycle and Pedestrian Plan) for climate resilience, economic opportunity, and public health.</p>	<ol style="list-style-type: none"> 1. Advise OTC and ODOT to revise policies to increase comprehensiveness of the ORS 366.514 (Oregon "Bike Bill") by the end of 2021. 2. Participate in Advisory Committees that select projects for competitive funding (e.g. Safe Routes to School, Oregon Community Paths, Sidewalk Improvement Program, other bike/pedestrian funding) to advise on program structure and ensure active transportation funds are prioritizing serving disadvantaged groups. 3. Support implementation of Blueprint for Urban Design and advise on updates to ODOT design guidance (e.g. Highway Design Manual). 4. Collaborate with ODOT Climate Office to support Statewide Transportation Strategy implementation and incorporate active transportation into statewide climate work plan items. 	<ol style="list-style-type: none"> A. Track ODOT's progress on implementing the Bike Bill and the OBPP through an annual report that includes: <ol style="list-style-type: none"> a. 1% spending of state highway funds from 2017 to date b. Federal expenditures c. Bike and pedestrian elements in STIP projects d. Standalone bike and pedestrian projects e. Percentage and miles of bicycle and pedestrian network completed on State highway system (including highways brought up to urban, modern standards for jurisdictional transfers) B. Recommend projects for funding through 2020/21 solicitations for the Oregon Community Paths Program and Sidewalk Improvement Strategic Investment Programs. Maintain active membership in or coordination with other groups that inform project funding decisions to promote equity considerations. C. Increase coordination and communication between OBPAC, OTC, ACTs, modal committees, and other key stakeholders. <ol style="list-style-type: none"> a. Meet with OTC, ODOT Director, and ODOT Assistant Directors as appropriate annually. b. Participate in Oregon Transportation Plan and Oregon Transportation Safety Action Plan updates to ensure bike/ped interests and OBPP policies are reflected. c. Conduct joint meeting of modal advisory committee chairpersons. d. Create list with active transportation stakeholders on Area Commissions on Transportation (ACTs) and list of bicycle and pedestrian local committees throughout Oregon. Reach out to the individuals on the list and introduce OBPAC as a resource and inquire about what challenges they are facing. D. Advise on ODOT design policies and guidelines that impact active transportation, including tracking Blueprint for Urban Design implementation. <ol style="list-style-type: none"> a. Ensure that the updated Highway Design Manual does not include 10' freeway shoulders as recommended or acceptable bicycle accommodations. E. Work with the newly created ODOT Climate Office to incorporate active transportation into the work plan. 	<p>Progress towards completing the bike and pedestrian network on the state highway system</p> <p>Accomplishments:</p> <ul style="list-style-type: none"> ★ OBPAC representation on Mobility Advisory Committee charter working group ★ Received update and provided early input on TSAP update (Oct 2020) ★ Draft statewide contact list for local BPACs, ped/bike staff, ACT representatives 	<p>Bike Bill - Hau</p> <p>SRTS – Mavis</p> <p>Community Paths - Robert</p> <p>Oregon Parks Local Government Grant Program - Mavis</p> <p>Outreach/Coordination - Emma & Jeff</p> <p>Climate - Jeff</p> <p>Design - Aaron</p> <p>OTP/TSAP - Michael</p>
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<p>Focus Area 3: Expand Funding Policy and Programs</p>	<p>3.1 Through the 2021 legislative session and 2024-27 STIP development process, work with the legislature and OTC to achieve an increase in the percentage of ODOT funding for active transportation and overall funding for active transportation in Oregon (e.g. health, parks) prioritizing projects that benefit disadvantaged populations.</p>	<ol style="list-style-type: none"> 1. Mobilize stakeholders across Oregon to insist on an increase in active transportation infrastructure funding to at least \$100,000,000/yr by Jan 2022 for use on State/County/City systems, with additional increased administrative capacity to deliver the projects with the new funding (i.e. create new source of funding through climate office and initiatives). 2. Actively participate and provide comments throughout the 2024-2027 STIP development process to encourage OTC to establish flexible funding that supports complete streets projects. 	<ol style="list-style-type: none"> A. Request \$12M increase in the 2024-27 STIP budget for Bicycle and Pedestrian funding due to noncompliance with the legal 1% minimum in 1993, 1994, 2001-2005, and 2016. B. Engage in policy conversation around potential new transportation funding (such as climate, tolling, etc.) for active transportation, with a particular focus on: <ol style="list-style-type: none"> a. funding that is eligible outside of the right-of-way b. an additional \$100,000,000/yr as a celebration of the 50th anniversary of the Oregon Bike Bill and to significantly move bicycle and pedestrian network completion and enhancements forward C. Receive updates on 2024-2027 STIP development and provide comments to OTC that demonstrate prior STIP and funding process shortcomings D. Track funding policies, receive updates, and provide input on funding programs, including HB2017 	<p>Oregon funding programs dedicate >\$100,000,000/yr to statewide active transportation needs and priorities.</p> <p>ODOT funding programs support OBPP implementation, including integrating equity criteria into decision making and prioritizing walking and biking investments in underserved areas with transportation disadvantaged populations.</p> <p>Accomplishments:</p> <ul style="list-style-type: none"> ★ September 2020 Letter to OTC on 24-27 STIP Priorities ★ November 2020 Letter to OTC on preferred 24-27 STIP scenario 	<p>Lead - Michael</p> <p>Outreach - Emma</p>
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<p>Focus Area 4: Committee Organizational Health</p>	<p>4.1 Embed equity throughout the work of OBPAC and support ODOT to further integrate equity throughout the entire agency.</p>	<ol style="list-style-type: none"> 1. Increase access to being on OBPAC by establishing stipends and other mechanisms, such as remote participation options, to support more community members being able to serve on the committee. 2. Establish committee and community engagement guidelines by November 2020. 3. Provide training/onboarding support for new members. 	<ol style="list-style-type: none"> A. Review OBPAC Work Program with Government Alliance on Racial Equity (GARE) questions and refine to better address equity. B. Recruit new under 21 member that complements existing committee membership to reflect demographics and interests of people who walk and bike in Oregon by fall 2020. C. Work with OBPAC staff to develop and implement outreach plans that strategically reach more diverse demographics that could strengthen the committee membership. D. Inquire about increasing size of committee from eight to ten people in order to have better representation from more communities and demographics in Oregon. E. Develop guidelines for appropriate committee and community engagement (public comments, emails, etc.) F. Convene and engage local stakeholders on focus area topics via OBPAC travel meetings and outreach to local advisory committees and staff. Ask about how they are integrating equity into their work. G. When the OBPAC Work Plan is complete, present it to the Oregon Transportation Commission and share priority areas that OTC can help achieve. H. Host listening sessions with various communities throughout Oregon to better understand the different experiences and desires for walking and biking improvements across different demographics. 	<p>OBPAC committee members reflect the demographics and interests of people who walk and bike in Oregon</p> <p>Strengthened relationships and connections with other individuals and committees that we could support with their goals and they could support with our goals (Oregon Transportation Commission, Area Commissions on Transportation, modal committees, other key stakeholders)</p> <p>Increased access to OBPAC meetings for community members throughout Oregon and increase the visibility of the committee</p> <p>Accomplishments:</p> <ul style="list-style-type: none"> ★ Recruited Aaron Mendez as new under 21 member ★ Outreach to MWACT & CWACT. CWACT plans to add bike/ped rep in near future. MWACT has not had modal stakeholders. ★ Clarity from Governor's Policy Advisor that expanding voting membership will require legislative change through ODOT legislative agenda or legislator that wants to propose & champion bill 	<p>ACTs/BPACs - Emma & Jeff & Aaron</p> <p>Recruitment -</p> <p>Guidelines -</p>
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