

Agency Key Performance Measure: Walkways & Bikeways: Capturing our true progress



Walking and biking are critical forms of transportation that help improve the health, sustainability, economic vitality, and overall livability of Oregon communities. Providing safe, comfortable walking and biking facilities, especially in areas where people are more likely to walk and bike, is key to enabling these modes, and supports the Oregon Department of Transportation (ODOT) Strategic Action Plan, which targets the outcome of improved access to walking, biking, and transit.

ODOT's current Key Performance Measure (KPM) for walkways and bikeways calculates the percent of urban state highway miles with walkways and bikeways in "fair" or better condition. This KPM faces a number of challenges and does not accurately reflect the progress ODOT is making to improve transportation infrastructure that supports more people walking and biking. ODOT is in the process of updating the current KPM with a new measure that will tell a more accurate story of the progress being made on ODOT's network.

ODOT collaborated with MPO and university partners and pedestrian and bicycle research and data experts to identify and evaluate this measure. While it is anticipated to still track the condition and presence of walkways and bikeways on the ODOT highway network, the changed measure will focus on priority pedestrian and bicycle corridors and consider crossing spacing. The priority corridors will be identified based on land use characteristics, equity considerations, and crash history and risk. Having priority corridors will help ODOT better focus our investments on the highest-need locations. An emphasis on crossing spacing will improve safety outcomes and better support a local walking and biking network by improving access across the state system.

Why are we making changes? To enhance ODOT's ability to track improvement.



We'll be comparing apples to apples, not apples to oranges.

The current KPM measures progress by assessing a constantly-changing system, because as urban areas expand, the number of urban state highways also increases. Jurisdictional transfers have also discounted ODOT's progress, negatively affecting the KPM calculation. The new performance measure will count upgraded facilities transferred to local jurisdictions and always measure the same priority locations, giving a more accurate year-by-year picture of progress.



The proposed KPM will focus on places with higher demand or greater need.

Although it is still important to provide walkways and bikeways in all urban areas, the new measure will focus on the most critical areas, based on an analysis of past pedestrian and bicycle crashes, crash risk factors, access to essential destinations, access to transit, transportation disadvantaged communities, public health, and local priorities documented in transportation system plans. Focusing on the priority corridors will help ODOT track progress being made in high-impact areas.



Being able to easily cross roadways is a key piece of walk- and bikeability.

Currently, many walking and biking fatalities and serious injuries occur when people are crossing our highways. Crossings are key pieces of infrastructure that create permeability across our highways, which otherwise can be a barrier to people walking and biking. Our current KPM does not consider crossing spacing. The proposed measure would account for this vital piece of infrastructure.

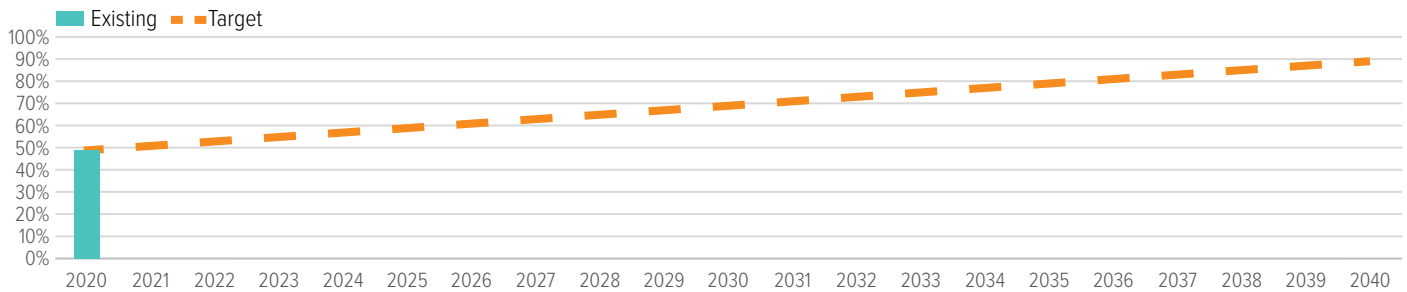
Improved Access Measures

PERCENT OF ODOT PRIORITY PEDESTRIAN AND BICYCLE CORRIDORS WITH WALKING AND BICYCLING FACILITIES IN FAIR OR BETTER CONDITION

People need infrastructure such as sidewalks and bicycle facilities to walk and bike safely. This metric tracks ODOT’s progress toward providing those critical facilities. Rather than focusing on all ODOT roadways, this measure examines priority corridors across the state to be able to target pedestrian and bicycle funding to the highest need locations that include destinations, transit, and underserved communities. This measure also provides a consistent target for the number of miles of facilities with walking and biking facilities and gives ODOT credit for improving roadways that are jurisdictionally transferred to other agencies.

Less than half of ODOT priority corridors for walking and biking have sidewalks and bikeways in fair or better condition

Data Source: GIS	Responsibility: Pedestrian and Bicycle Program Manager
Target: +2% (about 5 roadside miles) per year	Reporting: Annual (spring)
Goal: 90% in 20 years	

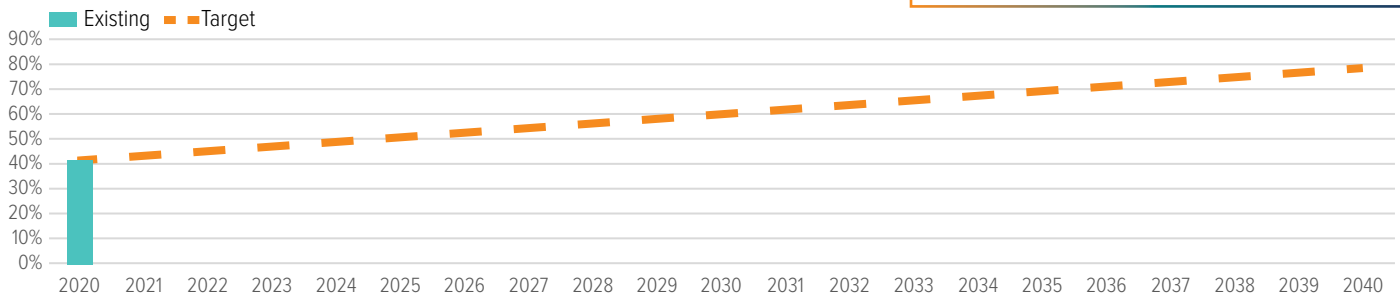


PERCENT OF PRIORITY PEDESTRIAN AND BICYCLE CORRIDORS MEETING TARGET CROSSING SPACING

Crossings provide vital access to pedestrians and cyclists, and safe crossings are especially important on highways. This measure uses target crossing spacing from ODOT’s Blueprint for Urban Design to track ODOT’s progress in providing permeability for people walking and biking in priority locations across ODOT highways and supports connections to local pedestrian walkway and bikeway networks that cross an ODOT roadway..

Less than half of ODOT priority corridors provide marked crossings every 750 ft

Data Source: GIS	Responsibility: Pedestrian and Bicycle Program Manager
Target: 2% increase per year (approximately 10 crossings)	Reporting: Annual (spring)
Goal: 78% in 20 years	



What’s Next?

FUTURE MEASURE: PERCENT OF STATEWIDE PEDESTRIAN AND BICYCLE PRIORITY AREAS WITH LOW STRESS WALKWAYS AND BIKEWAYS

Increasing walking and biking access and usage for all Oregonians will require new, improved, and maintained low-stress, or level of traffic stress 1 or 2, facilities in the highest need locations regardless of jurisdiction. Before this measure can go into effect, an inventory of facilities across the state is needed to identify priority areas and calculate this metric. More information on the development of a statewide pedestrian and bicycle asset inventory and repository can be found in Appendix B.