

Directions: use the text below for copying and pasting into a new web page as instructed on the **SharePoint Training Practice Walkthrough**. DO NOT copy the bolded titles.

Training Page

<http://authoring-staging.apps.oregon.gov/ODOT/Training/Pages/index.aspx>

Authoring Environment Part I: text

The Oregon Department of Transportation began life in 1913 when the Oregon Legislature created the Oregon Highway Commission to "get Oregon out of the mud." Today, the Oregon Department of Transportation works to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. We develop programs related to Oregon's system of highways, roads, and bridges; railways; public transportation services; transportation safety programs; driver and vehicle licensing; and motor carrier regulation.

Mission Statement

ODOT's mission is to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians.

Values Statement

The following values guide our decision making and we follow them in implementing ODOT's mission and goals: safety, customer focus, efficiency, accountability, problem solving, diversity and sustainability.

Learn more about our agency with ODOT's Organization Chart.

Preparing Documents for the Web

OPTION ONE

Bicycle and Pedestrian Mode Plan

The Oregon Bicycle and Pedestrian Plan is a statewide policy plan and serves as an element of the Oregon Transportation Plan (OTP), which covers all modes of transportation in the state of Oregon. The plan supports decision-making for walking and biking investments, strategies and programs that can help bring an interconnected, robust, efficient and safe transportation system for Oregon. The plan guides the state through efforts such as prioritizing projects, developing design guidance, collecting important data and other activities that support walking and biking in Oregon.

The Oregon Transportation Commission (OTC) adopted the Oregon Bicycle and Pedestrian Plan on May 19, 2016. The final Oregon Bicycle and Pedestrian Plan and Executive Summary will be available in the fall once editing, printing, and distribution occurs. More information can be found in the:

Draft Oregon Bicycle and Pedestrian Plan (PDF) that was presented at the May 2016 OTC meeting.

Executive Summary: Oregon Bicycle and Pedestrian Plan (PDF).

Video of the Oregon Bicycle and Pedestrian Plan Overview.

Plan Implementation and Next Steps

The plan directs the work of ODOT and will be used in the development of regional and local Transportation System Plans, other planning efforts, and in overall decision making that apply and refine the policies to specific geographic locations, framing solution identification, project selection, actions to help achieve the statewide vision of the Oregon Bicycle and Pedestrian Plan and meet the specific needs of the area.

Implementation of Policies and Strategies

There are two types of policies in the plan, decision-making policies and deliverable-based policies.

Decision-Making Policies have an immediate and long lasting impact by providing direction in how to consider walking and biking across the state. The plan will help create tangible outcomes including, but not limited to:

Opening opportunities to address speed concerns to improve safety.

Assuring pedestrian and bicycle capacity is preserved.

Increasing data collection over time to support decision-making.

Providing safe ways to navigate construction zones or detour routes around.

Continuing Safe Routes to School (SRTS) programmatic funding.

Deliverable-Based Policies are those policies that require further research and development for a particular item or topic, such as updating the ODOT Bicycle and Pedestrian Guidelines. For those items under the responsibility/authority of ODOT, an Oregon Bicycle and Pedestrian Plan (OBPP) Implementation Work Program will be created.

ODOT Oregon Bicycle and Pedestrian Plan Work Program

ODOT will develop an Oregon Bicycle and Pedestrian (OBPP) Work Program within six months following adoption of the Oregon Bicycle and Pedestrian Plan. The ODOT OBPP Work Program will be shared with the OTC and periodically reviewed.

ODOT Work Plan - Who? What? When? The ODOT OBPP Work Program will describe the approach to implementing deliverable-based policies. Deliverables will be divided into three phases: short term (0-5 years after adoption), mid-term (5-15 years after adoption), and long-term (15+ years after adoption).



Figure 1: ODOT Work Plan

The short term actions will include each of the Plan Key Initiatives (defining the network, data, and performance measures) and be the most detailed. The mid and long term actions will be identified in the implementation work program, but will be high level until they are further refined with updates to the work program.

As work items are completed, they will inform decision making across the state and may trigger amendments or updates to the Oregon Bicycle and Pedestrian Plan, which is meant to be a living document that evolves to changing needs and understanding.

OPTION TWO

Oregon Bicycle and Pedestrian Plan (for Adoption)

Acknowledgement & Information

The Oregon Bicycle and Pedestrian Plan was prepared by the Oregon Department of Transportation in coordination with multiple state, regional, and local partners. This project was funded in part by the Federal Highway Administration, U.S. Department of Transportation.

Policy Advisory Committee

The Oregon Department of Transportation thanks the Policy Advisory Committee for their time and insights over the course of the project. A special thanks goes to Oregon Transportation Commissioner Tammy Baney, who chaired the Policy Advisory Committee. See Appendix B for a complete list of the Policy Advisory Committee.

Additional thanks to state, regional, and local partners who participated on the Technical Advisory Committee or in stakeholder interviews and provided their comments during Plan development. ODOT would also like to thank everyone who provided public comment at the Policy Advisory Committee meetings and during the Public Review Period.

ODOT Project Team

Savannah Crawford, Amanda Pietz, Sheila Lyons, Talia Jacobson, Brooke Jordan, Stephanie Millar, Mac Lynde, Jerri Bohard, and Erik Havig, ODOT Transportation Development Division

Consultant Team

Lead: Toole Design Group

Supported By: JLA Public Involvement, Cambridge Systematics, and Kittelson & Associates

Introduction

Walking and biking are essential modes of transportation, serving critical connections and offering opportunity and choice in Oregon's multimodal transportation system. Walking is the most basic form of transportation, whether using a mobility device or strolling. Everyone is a pedestrian, and while some choose to take their entire trip by foot, others connect to different modes by walking, such as to and from their car or the bus stop. While walking and biking are similar in many ways, in that they are both active forms of transportation and low cost travel options, biking is also the most energy efficient form of transportation.

Overview of the Oregon Bicycle and Pedestrian Plan

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 Plan is part of a suite of statewide policy plans, under the Oregon Transportation Plan (OTP), that facilitate an integrated and interconnected transportation system to meet the diverse and changing

needs of system users. The policies and strategies herein direct the work of the Oregon Department of Transportation (ODOT) and guide a variety of entities throughout the state. Local, regional, and state agencies all have important roles in implementing the Plan and achieving its vision. Regional and local plans must be consistent with the Oregon Bicycle and Pedestrian Plan policies and strategies.

The Plan establishes nine goal areas that support the vision:

Safety

Accessibility and Connectivity

Mobility and Efficiency

Community and Economic Vitality

Equity

Health

Sustainability

Strategic Investment



Coordination, Cooperation, and Collaboration.

A description of these nine goal areas is included in Chapter 3: Policies and Strategies.

Background

Oregon has built a strong foundation for walking and biking through investments in infrastructure and programs. Moving forward, it is recognized that network gaps exist and system needs remain. Addressing these gaps and needs for walking and biking not only help to increase the utilization of these modes, but also improve the safety, accessibility, and mobility of current and future users of the system.

Benefits of Walking and Biking

Investing in walking and biking can help create a safer, more connected, and accessible system. There are also statewide, regional, local, and personal benefits, and while most benefits are universal, solutions may vary in urban and rural parts of Oregon. In some ways, benefits may be greater in smaller towns and cities, where transportation options may be limited and walking and biking are essential modes of travel. Benefits can also occur on a statewide scale, such as overall improvements to the environment, economy, or to public health.

Existing literature was reviewed to identify demonstrated benefits to the local economy, as well as to health, safety, sustainability, and accessibility resulting from walking and biking networks.



Environmental Benefits

Walking and biking are zero emission modes that play an important role in reducing fuel consumption, air and noise pollution, and carbon emissions. Increasing walking and biking for transportation is a key strategy in helping Oregon achieve its greenhouse gas (GHG) reduction goals (26). As transportation is one of the highest emitting sectors, contributing to about one-third of all GHG emission in the state (27), approaches for reducing transportation-related emissions are essential.

Plan Performance Measures

Performance Measure #	Performance Measures	Description
1. Safety	Number of pedestrian and bicycle fatalities (five-year average)	Average annual number of pedestrians and cyclists killed in crashes with motor vehicles over a five-year period.
2. Safety	Number of pedestrian and bicycle serious injuries (five year average)	Average annual number of pedestrians and cyclists seriously injured in crashes with motor vehicles over a five year period.
3. Safety	Perceived safety of walking and bicycling	Percent of the public that feels safe walking and bicycling in their community.
4. Accessibility	Pedestrian access to transit	The percent of streets within ½ mile of a transit stop that have sidewalks.
5. Data	Identifying data needs for pedestrian and bicycle performance measures	ODOT, in consultation with local Jurisdictions and other agencies when appropriate, will complete the Data Key Initiative by December 31, 2020.
6. Utilization	Utilization of walking or biking for short trips	Percent of commute trips less than 20 minutes that are accomplished by walking or biking.

Figure 2: Plan Performance Measure Table