Oregon Bicycle and Pedestrian Potential Investment Scenarios

Presentation to the Joint Transportation Preservation and Modernization Committee – Transit/Bicycle-Pedestrian/Safe Routes/Safety Workgroup

February 15, 2017

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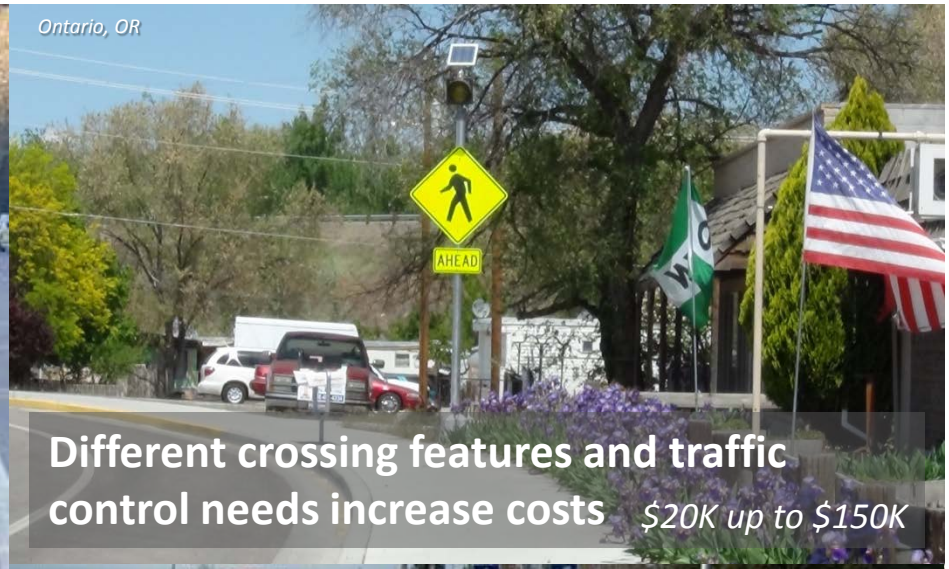
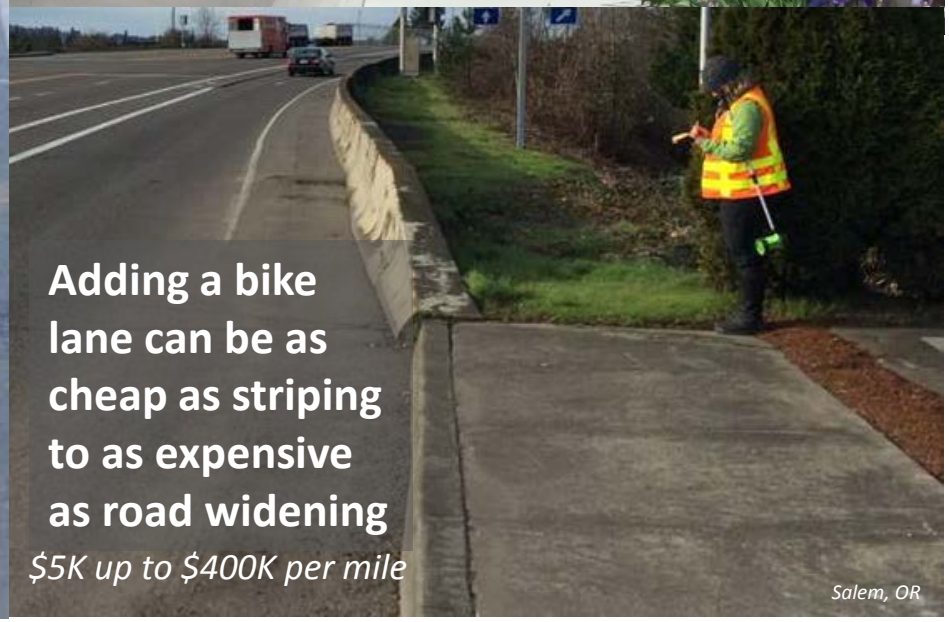
Cost Factors





Scenario A – Additional $20M per year

Completing Critical Connections to Schools and Public Transit Stops

Priorities	• Safe Routes to School infrastructure • Fill gaps and address crossings within ¼ mile of schools • Complete connections to Title I schools first • Address high crash-risk corridors first *>2 lanes, >12,000 AADT, >30 MPH* • Access to Public Transportation • Fill gaps and address crossings within ¼ mile of transit stops • Complete connections for transportation disadvantaged populations first • Address high crash-risk corridors first *>2 lanes, >12,000 AADT, >30 MPH*
Criteria	The following criteria could be used to select projects: • Included in a local transportation plan / SR2S Action Plan. • Located inside an urban growth boundary • Potential to create a safer walking and bicycling route within one mile of a school or public transportation stop; priority within ¼ mile.

Scenario A – Additional $20M per year

Completing Critical Connections to Schools and Public Transit Stops

Outcomes

- 20 safe crossings per year
- 84 sidewalk gap closures per year w/in ¼ mi (21 new miles)
- 40 biking gap closures per year w/in ¼ mi (10 new miles)
- Complete network within ¼ mile of schools and public transit stops within 10 years

- Safer routes for kids to get to school
  - The injury rate of children walking to school can be cut nearly in half by adding safe sidewalks and bike lanes
- Improved access for all users
  - Equity is improved through provision of cheap transportation options in low income and underserved areas, providing access for all people and all abilities
- Fewer cars on the road at most congested times
  - Up to 14% of peak hour congestion is due to school drop-off/pick-up, safe connections to schools mean more kids walk or bike rather than being driven
- Lower costs for public transportation providers
  - New connections to transit mean people with disabilities can use walking routes to get to a fixed route service, decreasing use of more expensive demand-response service (2-10 time more $)

Seaside, OR

Scenario B – Additional $10M per year

Connections to Title I Schools and Transit on High-Risk Corridors

Priorities	• Safe Routes to School infrastructure • Fill gaps and address crossings within ¼ mile of Title I schools • Address high crash-risk corridors first *>2 lanes, >12,000 AADT, >30 MPH* • Access to Public Transportation • Fill gaps and address crossings within ¼ mile of transit stops on high-risk corridors *>2 lanes, >12,000 AADT, >30 MPH* • Complete connections for transportation disadvantaged populations first
Criteria	The following criteria could be used to select projects: • Included in a local transportation plan / SR2S Action Plan. • Located inside an urban growth boundary • Potential to create a safer walking and bicycling route within one mile of a Title I school or public transportation stop on a high-risk corridor; priority within ¼ mile.

Scenario B – Additional $10M per year

Connections to Title I Schools and Transit on High-Risk Corridors

Outcomes	• 10 safe crossings per year • 42 sidewalk gap closures per year within ¼ mile (10 new miles) • 20 biking gap closures per year within ¼ mile (5 new miles) • Complete network within ¼ mile of Title I schools and public transit stops on high-risk corridors within 10 years
	• Safer routes for kids to get to Title I schools • The injury rate of children walking to Title I schools can be cut nearly in half by adding safe sidewalks and bike lanes • Improved access for transportation disadvantaged populations • Equity is improved through provision of cheap transportation options in low income and underserved areas, providing access for all people and all abilities