Biking and Walking Considerations for GTVP

Opportunities

- ➢ Oregon has one of the highest rates of people walking and bicycling in the country, and the rate continues to grow as options for biking and walking increase.
- ➢ People in Oregon would walk and bike more but are concerned about safety
- ➢ About 41% of all auto trips in Oregon are 3 miles or less. Making it more convenient to walk and bicycle provides options to driving for these short trips.
- ➢ While fatalities and serious injuries for people driving have declined, the rates for people walking and bicycling have not. Making it safer to walk and bicycle will save the state millions in the reduced cost of fatalities and serious injuries each year.
- ➢ Reduced health care costs
- ➢ In the future, Oregon's population is expected to grow 30% over the next 25 years, putting additional demand on the system and requiring new connections
- ➢ Demands on our walking and biking networks will increase as:
    - o Younger generations look to other modes of travel to reach destinations
    - o People age in place and need walking and biking facilities to reach shopping, medical services, or other resources
    - o People opt to live healthier lives and move by active transportation modes
    - o The cost of living continues to increase and low cost travel modes will be a necessity
    - o Transportation planners look at efficient and effective system solutions to congestion issues

Challenges

- ➢ Critical gaps exist within biking and walking network in both rural and urban areas. Of the 900 miles of urban highways in the state of Oregon, 37% lack sidewalks, and 40% lack bikeways, and a significant percentage lack curb-ramps and other features required for people with disabilities
- ➢ Many city and county roads across the state also face significant gaps in their bikeway and walkway networks due to a lack of needed funds. For example, 45-55% of regional trails, walkways, and bikeway in the Portland metro area are incomplete.
- ➢ From 2007 to 2011, there were a total of 1,896 traffic fatalities in the state of Oregon, 250 of which were pedestrian fatalities.

Vision

- ➢ People of all ages, abilities and incomes can access urban and rural destinations on safe and well-connected biking and walking routes.
- ➢ Biking and walking networks are complete and integral components the transportation system.
- ➢ People can enjoy the scenic beauty of Oregon that respects the needs of its users and their sense of safety
- ➢ The biking and walking system is recognized as contributing to our diverse and vibrant communities
- ➢ The biking and walking system is recognized as vital to our health and quality of life

Key Outcomes

- ➢ Fill network gaps to complete the biking and walking system
- ➢ Complete first/last mile connections to enhance access to public transportation, other modes, and to schools, jobs and businesses
- ➢ Increase safety for those who bike or walk, targeting zero deaths

Benefits

- ➢ Bicycling is the most energy efficient mode and both biking and walking benefit the environment as zero emission modes
- ➢ Enhancing bicycle and pedestrian safety reduces fatality and serious injury crashes enhancing public safety and saving dollars associated with crashes and personal injuries.
- ➢ Adding biking and walking connections enhances opportunities to utilize public transportation and leverage its existing system.
- ➢ Biking and walking may be the only travel option some individuals have to access shopping, employment, industrial centers, or other key destinations, and thereby investments in biking and walking help to address equity issues, benefit community livability and the economy.
- ➢ Bicycle and pedestrian facilities, projects, and programs create jobs either through construction projects or supporting those within the active transportation industry.
- ➢ Walking and biking facilities provide people with additional travel options. This includes those who are transportation disadvantaged or those who chose not to drive.

Funding

Current funding levels do not keep pace with walking and biking investment needs. Existing money is primarily used to address the most significant safety issues and add minimal connections in the most

critical areas. Some funding also goes to maintaining the existing system but is not sufficient to assure mobility is preserved across all walking and biking routes. Total need exceeds $100 million annually.

At least some level of additional funding is needed. With as little as a 30% increase in annual spending, significant improvements to the walking and biking system could be possible. Critical connections could be made, along with a broader array of safety enhancements to making biking and walking more accessible, safe, and viable.

Approaches

Key Issue	Goal	Strategy	Timing
Safety	Reduce fatalities and serious injuries at intersections	Enhance pedestrian and bicycle safety through focused investments in crossings and intersection safety. Add protected crossings where none exist and enhance existing crossing safety through lighting, bulb outs, warning and signal mechanisms, and other design treatments.	Near-term
	Make biking and walking options safe and accessible to youth	Continue and expand Safe Routes to School programs in both education outreach and infrastructure development for Kindergarten through 12th grade Ensure that traffic safety education for walking on biking on roadway system is provided to school aged children Provide dedicated funding for improving bikeways and walkways near schools.	Near-term
Connectivity *Within the biking and walking system*	Maintain long-term needs inventory	Conduct and update system inventories to maintain a prioritized list of biking and walking investments	Near-term
	Fill system gaps	Complete *Critical Connections* (i.e. connections to other modes, and to schools, shopping centers, downtowns, and transportation disadvantaged populations) identified in state, regional and local plans	Near-term

Key Issue	Goal	Strategy	Timing
		Create new connections, such as regional paths or other system connections that are critical to reaching key destinations, such as employment or shopping centers	*Long-term*
		Provide a "set-aside" of funding to support sidewalk ramp (ADA infrastructure) construction where insufficient funding exists to otherwise move forward a roadway project ready for reconstruction	*Long-term*
Connectivity *To other modes*	Enhance connections to other modes and opportunities to transfer between modes	Identify and develop centralized modal transfer stations (mobility hubs) where bus and rail interconnect with walking and biking opportunities, and park and ride facilities.	Near-term
	Support greater use of biking, walking, and public transportation	Develop a trip reduction program of targeted individualized marking in order to encourage walking and biking, and other modes Include Transportation Demand Management (TDM) programs into all major projects in urban areas.	Near-term