



# Governor's Transportation Vision Panel

## Bike, Pedestrian, Transit, and Passenger Rail Subcommittee

### MEETING MINUTES, February 25<sup>th</sup>

#### SUBCOMMITTEE MEETING #3 MINUTES

**February 25<sup>th</sup>, 2015**  
**12:30 pm – 2:30 pm**

**ODOT Headquarters,**  
**Room B-02**  
355 Capitol St. NE,  
Salem OR 97301

**Subcommittee Chair:**

David Hauser

**Subcommittee Members:**

*Assistant to Rep. McKeown*

Bruce Warner

Jerry Norquist (by phone)

John Mohlis

Dennis Mulvihill (*unavailable*)

**Panel Co-Chairs:**

Gregg Kantor

Larry Campbell

**Panel Sponsor:**

Karmen Fore

**Facilitator:**

Cheralynn Abbott

**Resources and Support:**

Sam Haffner

Jerri Bohard

Mac Lynde

Kerri Scholsshauer

**Additional Attendees:**

#### Topic 1: Introductions and review of minutes and agenda

Minutes were approved

Larry discussed Panel process:

- We are transitioning from educational phase to issues identification phase
- We want to identify key issues and solutions and bring them to the Steering Committee (meeting next week)
- Envisions developing a list of 10 key actions/solutions that the Panel identifies

#### Topic 2: Review and Discussion of Key Issues:

*Review of Key Issues: Transit. [\[Click here\]](#) for copy of the key issues document]*

- What is meant by leveraging current assets"?
  - An example is Portland's use of TriMet bus passes for K-12 students in lieu of yellow bus service.
  - What steps can other cities and rural areas take? Bring together fixed route bus service, yellow bus, senior transit, tribal transit, etc.?
  - We should also be looking at bus service integration *between* communities; a lot of work has been done to connect service of communities, but how can we close the gaps in the system?

*Key Issues, Passenger Rail, first pass:*

- Federal role in rail funding; they have cut back.
- Is there a sustainable and equitable source of funding?
- High Speed Rail is a great vision, but how to do this if we can't fund what we have now? Needs to be feasible, fundable.
- Should the state be in the rail business?
- How do we prioritize relative to other modes and other needs?
- Should every mode be self-funded? Could passenger rail be self-funded?
  - There are huge advocates out there
  - A key value in passenger rail is in avoided demand (cost) on roads.
- Can you move goods (freight rail) and people together?
- There is an important connection to sister states.
- Jerri estimates that rail costs \$25 to \$27 extra per passenger to operate.
  - This would be good data to track down
  - Need to consider elasticity (higher cost can mean fewer passengers)
- What happens if we stop funding? Loss of invested assets, cost to buy back into rail system.
- What kind of system does the public want to see in 20 years.

What do we need to know to feel educated?

- Education on funding, including costs per passenger
- Understanding of avoided road congestion

### Topic 3: Overview of Active Transportation in Oregon

For a copy of Mac Lynde's presentation, [click here](#).

- Conditions vary greatly across state; urban, rural; surface treatments, bike facilities, local streets
- We talk about meeting the needs of users age 8 to 80. Some chose to walk and bike, but many do not have the choice.
- Bike bill was passed in 1971; requires provision of bikeways or walkways whenever a road is constructed; requires 1% of state highway funds be used for walking and biking. This totals about 6 million per year.
- ADA accessibility; this is federal law and presents challenges; keeping up with curb cuts, corners, intersections, etc. May require purchase of right of way. Often gaps between developments in network.
- Agency is updating its bike/ped plan. Jerry Norquist and Dennis Mulvihill are involved in this.
- Awareness of trend among millennials driving less. Demographic shift to urban areas and lower car ownership
- ODOT has partnership with Oregon Health Connection- aligning how we confront obesity and healthy aging
- Non-users of bike/ped resources get indirect benefit; community livability, cleaner air, public health, etc.
- 50% of vehicle trips are 3 miles or less, higher in urban areas.
- ODOT has authority over about 8,000 miles (50%) of roadways. About 900 miles are in urban areas, where 40% are missing pedestrian and bike infrastructure.
- In Portland, nearly 50% of walkways, trails, and bikeways are incomplete.

Discussion:

- Does the 1% match apply to just state facilities? This applies to state system as well as local system
- Are there additional funds on local infrastructure? Yes, cities and counties apply gas tax funds, local property taxes, etc.
- Does ODOT have an ADA plan? Have they been sued? ODOT close to having an ADA plan. Cities have been sued.
- The 1% split should be put into perspective, This provides only 5 to 6 million per year with a demand for over \$60 million in identified need.
- Has there been discussion in how people using bike can contribute to funding?
  - Mixed feelings in the cycling community.
  - DMV has studied a licensing concept and determined administrative costs would be greater than potential revenue
  - Discussion of excise tax on the sale of new bicycles, but hasn't gone anywhere to date
  - Could you do things like taxes on bike tires, etc? This idea is out there but would be a tracking challenge
- There is a shift in mindset of how ODOT thinks about roadways as a user resource, whether they in car, bus, or on foot
- How would Mac capture the key issues around bike and ped for this group?
  - What is the state vs local role in the system? ODOT interested in complete the gaps in what has been built
  - What are the revenues on the local system for them to make investments?
  - Where the funding can be used. If demand is not next to highway, how do you pay for it? A local issue.
  - General gaps in the system. This is urban and rural issue; people with no alternative to walking along major roads
  - Where to make strategic investments - there are maintenance needs but also incomplete network of sidewalks
- Most recreational bike users do not want to ride on the state system. Most riding is done on county and local roads *except* where there are gaps.
- There is a big opportunity investing in bike facilities in urban areas. Urban trails like Springwater Corridor were built as recreational trails but are now major transportation routes because cyclists feel safe.

### Topic 4: Overview of Safe Routes to School (SRTS) with Kari Schlosshauer

Mac invited Karri to present from an outside-ODOT perspective on active transportation. For a copy of her presentation and handout [click here](#) and [here](#).

- Safe Route Partnership is a national non-profit aimed at active lifestyles for youth and the infrastructure that supports it
- Kids walking and biking to school has gone from 42% down to 13% in a generation
- Meanwhile we have 35% youth obesity, and 25% of youth with no daily physical activity
- Children represent 1/3 of traffic fatalities in the US
- 10-14% of morning traffic can be attributed to parents driving their children to school
- SRTS programs have reduced neighborhood pedestrian injury by 33%, and have led to a 43% increase in walking and biking through education, encouragement, and local transportation engineering.

- 2012 Federal Transportation Reauthorization (MAP-21) ended dedicated fund for SRTS, combined with other trails and bike/ped programs
- In Oregon, funding is set aside by the OTC for SRTS education through 2018
- Funding for infrastructure continues to be an outstanding need
- Program is popular, low-cost and highly effective, but has been enacted in just 20% of Oregon schools

**Topic 5: Wrap up and Next Steps**

David Hauser asked committee members what other resources they need to progress toward developing draft recommendations

- What has the Transportation Finance group identified? *[note: Steering Committee Meeting 3/3, and TF Meeting Minutes]*
- Is there incentive to be innovative around student transportation? We should want to encourage youth biking and walking but deck seems stacked against creativity. Divesting school bus funding and funding alternatives such as SRTS?
- Good to get perspectives from large transit agency (TriMet, LTD, Cherriots). TriMet could provide some background on their student transportation program. Could also bring innovation perspective on the bike-ped-transit connection
- Could we include someone with LOC? They will have perspective but priorities may be on maintenance and funding
- Have someone present on the Transportation Options plan? [Link to Transportation Options Executive Summary.](#)
- We are ready to begin to move from education to problems identification. Governance alignment is a recurrent theme. What resources can we put to help better understand this?
- What does an outline for the final report look like? We can identify main 10 to 12 Action Items, but we should make sure not to lose track of additional ideas from each subcommittee

**Action items:**

Item:	Person(s) responsible:	Deadline:
Direct any follow-up questions for Kari with Safe Routes to School to: <a href="mailto:kari@saferoutespartnership.org">kari@saferoutespartnership.org</a>	Any and all	n/a
Review <i>Transportation Options</i> Executive Summary: <a href="#">Link Here</a>	Committee members	Next meeting
Review minutes and prepare for active transportation issues summary	Committee members	Next meeting

**Additional Reading:**

Item:	Person(s) responsible:
Article identified by Dennis on driverless transit: <a href="http://www.psmag.com/nature-and-technology/lol-self-driving-cars-are-supposed-to-be-our-great-transit-future-lol">http://www.psmag.com/nature-and-technology/lol-self-driving-cars-are-supposed-to-be-our-great-transit-future-lol</a>	Committee members