

## **PEDESTRIAN & BICYCLE PROGRAM** **2005 PROGRAM REPORT**



### **INTRODUCTION & BACKGROUND**

The “Bicycle Bill”, ORS 366.514, was adopted in 1971. This Bill requires that pedestrian and bicycle facilities be constructed whenever a highway, road, or street is constructed, reconstructed, or relocated. The statute requires ODOT to spend at least one percent of its share of state highway funds on pedestrian and bicycle facilities. Article IX, Section 3A of the Oregon Constitution limits the use of state highway funds to streets, roads and highways. Investment in pedestrian and bicycle improvements with state resources are limited to facilities within the right-of-way, not trails or paths in areas outside of the right-of-way.

The Oregon Bicycle and Pedestrian Advisory Committee (OBPAC) is a governor-appointed committee created by law in 1973. This committee advises ODOT on broad policy issues. The committee includes members representing local government, an environmental organization, bicycle business, the Oregon Recreation Trail Advisory Council, a member under 21 and 3 members at large. The committee also establishes evaluation and selection criteria for grant applications and selects the grant applications to be funded.

Since the adoption of the Oregon Bicycle and Pedestrian Plan in 1995, most of the program’s efforts and funding have been directed at improving conditions for walking and bicycling in urban areas. There are 699 miles of urban State Highways in 2004, not counting Interstate Freeways. To date about 50% of these facilities have sidewalks, bike lanes, or shoulders wide enough to accommodate bicyclists.

## **BICYCLE-PEDESTRIAN EXPENDITURES**

Traditionally, ODOT bicycle and pedestrian improvements were made primarily as a part of urban highway Modernization and Preservation projects. In the past 6 years or so several factors have contributed to changes in how bicycle and pedestrian improvements are funded:

- Funding for Modernization projects has been greatly reduced in the last 10 years.
- The Preservation Strategy adopted in 2000 restricted constructing bicycle and pedestrian facilities with Preservation funds.
- OTIA III bonding increased funding for bridges; this increased the minimum 1% expenditure requirement for bicycle and pedestrian facilities without adding any projects that include significant pedestrian or bicycle facilities.

These combined factors have increased the need to fund stand-alone bicycle and pedestrian improvements with dedicated Bicycle and Pedestrian Program funds to meet the minimum 1% requirement; the increased expenditures are anticipated to meet or exceed the minimum 1% requirement. The history of bicycle and pedestrian expenditures since 1990 are shown in Table 1.

**Table 1**

<b>Fiscal Year</b>	<b>State Construction Share</b>	<b>Misc. State Costs*</b>	<b>Total State Costs</b>	<b>One Percent of Highway Fund</b>	<b>Amount Over or (Under)</b>	<b>State Spending Percent of Highway Fund</b>	<b>Federal &amp; Local Construction Share</b>	<b>Total Bike-Ped Construction Expenditures</b>
2004	\$5,654,134	\$177,999	\$5,832,133	\$6,742,168	<b>(\$910,035)</b>	0.87	\$10,650,891	\$16,305,025
2003	\$4,316,544	\$210,764	\$4,527,308	\$4,880,258	<b>(\$352,950)</b>	0.93	\$9,585,758	\$13,902,302
2002	\$2,111,621	\$210,764	\$2,322,385	\$4,414,217	<b>(\$2,091,832)</b>	0.53	\$7,464,543	\$9,576,164
2001	\$2,787,933	\$222,007	\$3,009,940	\$3,780,224	<b>(\$770,284)</b>	0.80	\$5,518,527	\$8,306,460
2000	\$3,803,418	\$222,007	\$4,025,425	\$3,787,692	\$237,733	1.06	\$8,271,136	\$12,074,554
1999	\$4,103,516	\$184,030	\$4,287,546	\$3,721,108	\$566,438	1.15	\$8,850,375	\$12,953,891
1998	\$4,024,196	\$429,205	\$4,453,401	\$3,388,429	\$1,064,972	1.31	\$12,180,522	\$16,204,718
1997	\$4,549,722	\$301,313	\$4,851,035	\$3,298,355	\$1,552,680	1.47	\$19,525,660	\$24,075,382
1996	\$5,356,228	\$305,767	\$5,661,995	\$3,250,579	\$2,411,416	1.74	\$13,345,579	\$18,701,807
1995	\$3,399,380	\$278,245	\$3,677,625	\$3,442,996	\$234,629	1.07	\$7,599,271	\$10,998,651
1994	\$1,546,795	\$234,466	\$1,781,261	\$3,189,273	<b>(\$1,408,012)</b>	0.56	\$1,977,024	\$3,523,819
1993	\$1,451,350	\$522,173	\$1,973,523	\$3,054,099	<b>(\$1,080,576)</b>	0.65	\$2,061,365	\$3,512,715
1992	\$3,080,984	\$434,749	\$3,515,733	\$2,910,917	\$604,816	1.21	\$5,026,868	\$8,107,852
1991	\$2,265,831	\$464,228	\$2,730,059	\$2,703,720	\$26,339	1.01	\$1,964,821	\$4,230,652
1990	\$2,702,543	\$277,792	\$2,980,335	\$2,558,892	\$421,443	1.16	\$3,547,434	\$6,249,977

\* Administration, maps, office expenses etc.

Bicycle and pedestrian expenditures have not met the 1% requirement from 2001 to 2004. Projected state funded expenditures for Bicycle and Pedestrian improvements from 2005 to 2011 are shown in table 2. The projections show that bicycle and pedestrian expenditures will not meet the one percent requirement in 2005 but should meet the requirement from 2006 to 2011 assuming no additional highway funds.

**Table 2**

	<b>1% Hwy Fund</b>	<b>Admin</b>	<b>State Projects</b>	<b>Grants</b>	<b>Quick Fix</b>	<b>SWIP</b>	<b>Ped-Bike Expenditures</b>	<b>Over Under</b>
1999	\$3,388,429	\$184,030	\$2,123,447	\$802,755	\$210,300	\$967,014	\$4,287,546	\$899,117
2000	\$3,787,692	\$222,007	\$2,247,972	\$401,378	\$187,054	\$967,014	\$4,025,425	\$237,733
2001	\$3,800,000	\$222,007	\$1,169,541	\$401,378	\$250,000	\$967,014	\$3,009,940	<b>-\$790,060</b>
2002	\$4,853,702	\$210,764	\$625,491	\$970,130	\$516,000		\$2,322,385	<b>-\$2,531,317</b>
2003	\$4,880,258	\$220,000	\$2,517,058	\$970,130	\$440,760	\$779,350	\$4,527,308	<b>-\$352,950</b>
2004	\$6,742,168	\$177,999	\$2,296,828	\$984,285	\$563,932	\$1,809,089	\$5,832,133	<b>-\$910,035</b>
2005	\$6,520,904	\$220,000	\$1,500,000	\$1,000,000	\$500,000	\$1,500,000	\$4,720,000	<b>-\$1,800,904</b>
2006	\$5,750,754	\$220,000	\$1,500,000	\$2,500,000	\$1,000,000	\$2,000,000	\$7,220,000	\$1,469,246
2007	\$5,660,074	\$220,000	\$1,500,000	\$2,500,000	\$1,000,000	\$2,100,000	\$7,320,000	\$1,659,926
2008	\$5,534,704	\$220,000	\$1,500,000	\$2,500,000	\$1,000,000	\$2,100,000	\$7,320,000	\$1,785,296
2009	\$5,500,754	\$220,000	\$1,500,000	\$2,500,000	\$1,000,000	\$2,100,000	\$7,320,000	\$1,819,246
2010	\$5,500,754	\$220,000	\$1,500,000	\$2,500,000	\$1,000,000	\$2,100,000	\$7,320,000	\$1,819,246
2011	\$5,500,754	\$220,000	\$1,500,000	\$2,500,000	\$1,000,000	\$2,100,000	\$7,320,000	\$1,819,246

**06-09 STIP**

ODOT established a Bicycle & Pedestrian Program fund in the STIP to meet the minimum of 1% requirement. The 06-09 STIP programs \$22.3 million for the Bicycle and Pedestrian Program, allocated to three programs:

- **Grants:** \$2.5 million per year for pedestrian/bicycle projects on local streets & state highways. Projects are selected using a statewide competitive process, distributed to mostly cities and counties. Grants are awarded for the first biennium of the new STIP.
- **Sidewalks Improvement Program (SWIP):** \$2.0 million per year in FY 06 and \$2.1 million per year in FY 07-09 for pedestrian improvements on State Highways. A regional allocation is calculated based on sidewalk needs.
- **Quick Fixes:** \$1 million per year for minor sidewalk improvements on state highways, up to \$100,000 per project. Funds are distributed to ODOT Maintenance Districts with no regional allocation; first come first serve basis.

Due to a reduction in the modernization program and the additional highway funds ODOT will receive from OTIA I, II & III, the Pedestrian and Bicycle Program funds have been increased to a total of \$5.5 million starting in FY 06, then \$5.6 million per year in FY 07-09 to ensure ODOT meets its 1% obligation. The following table breaks down the three programs:

Summary of Pedestrian and Bicycle Program funds in 06-09 STIP					
	(2005)	2006	2007	2008	2009
Quick Fix	\$ 500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Grants	\$1,000,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
SWIP	\$1,500,000	\$2,000,000	\$2,100,000	\$2,100,000	\$2,100,000
<b>Total</b>	<b>\$3,000,000</b>	<b>\$5,500,000</b>	<b>\$5,600,000</b>	<b>\$5,600,000</b>	<b>\$5,600,000</b>

\$5.0 million in Grants was available for FY 06/07. 99 grant applications were received, requesting grant funds totaling \$21,891,970. 11 applications were funded by Quick Fix or SWIP funding. OBPAC selected 22 projects for funding. ODOT grant funds were \$4,958,679 and local funds were \$2,572,912 for a total of \$7,531,591 for the 22 projects. Grant funds for various project types are:

➤ Sidewalks	7 projects	\$1,452,764
➤ Bike Lanes	3 projects	\$ 677,354
➤ Sidewalks & Bike Lanes	4 projects	\$ 890,649
➤ Pedestrian Crossings	5 projects	\$ 638,012
➤ Downtown Improvements	3 projects	\$1,299,900

The downtown improvement projects in Maupin, Baker City, and Grants Pass support the OTC desire to fund Main Street projects with Bicycle and Pedestrian Program funds. Projects on State Highways total \$2,463,915 and projects on local roads total \$2,494,764, and will contribute to meeting Department goals of providing pedestrian and bicycle facilities along Oregon’s roads. Grant funds will construct:

	<u>State Highways</u>	<u>Local Roads</u>	<u>Total</u>
➤ Sidewalks	2.2 miles	2.0 miles	4.2 miles
➤ Bike Lanes	2.4 miles	2.3 miles	4.7 miles
➤ Pedestrian Crossings	14 crossings	23 crossings	37 crossings

### **08-11 STIP**

Not meeting the 1% minimum expenditure requirement between 2001 and 2005 produced a net deficit of \$6,385,000. Projected expenditures for 2006 and 2007 exceed the 1% requirement by \$3,129,000. Maintaining current funding levels will be needed in the 08-11 STIP to make up for the remaining expenditure deficit. Proposed funding levels for the 08-11 STIP are:

Proposed Pedestrian and Bicycle Program funding in 08-11 STIP					
	2008	2009	2010	2011	08-11 Total
Quick Fix	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000
Grants	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,000,000
SWIP	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$8,400,000
Total	\$5,600,000	\$5,600,000	\$5,600,000	\$5,600,000	\$22,400,000

### **Meeting long-term needs**

Since the Bicycle Bill was passed in 1971, about 50% of urban State Highways have sidewalks and/or bicycle facilities. Funding greater than the current levels will be needed to make significant progress towards providing sidewalks and bike lanes on urban State Highways; many of the sections that remain unbuilt have significant challenges, often due to constrained topography and lack of drainage facilities. New safety problems that have emerged recently also require attention, such as pedestrian crossings, especially at transit stops.

To meet the overall needs of pedestrians and bicyclists on urban state highways, an investment in the Bicycle and Pedestrian Program STIP funds of \$8-10,000,000 per year for the next 20 years will be needed. This would fund approximately 10 miles of sidewalk, 10 pedestrian crossings, 5 intersections improvements, 100 ADA curb ramps and 5 miles of shoulder/bike lanes per year.