

PEDESTRIAN & BICYCLE PROGRAM

2006 PROGRAM REPORT



INTRODUCTION & BACKGROUND

The “Bicycle Bill”, ORS 366.514, was adopted in 1971. This nationally recognized bill requires that pedestrian and bicycle facilities be constructed whenever a highway, road, or street is constructed, reconstructed, or relocated. Additionally, 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 the “bicycle bill,” 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 approximately 700 miles of urban State Highways in Oregon, not counting Interstates and Freeways. It is estimated that 50% of these facilities have sidewalks, bike lanes, or shoulders wide enough to accommodate bicyclists and pedestrians.

BICYCLE-PEDESTRIAN EXPENDITURES

Prior to 2000, ODOT bicycle and pedestrian improvements were made primarily as a part of urban highway Modernization and Preservation projects. 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 11 years.
- The Preservation Strategy adopted in 2000 limited constructing bicycle and pedestrian facilities with Preservation funds.
- OTIA I, II and III bonding increased funding for bridge repair and replacement; this increased the minimum 1% expenditure requirement for bicycle and pedestrian facilities, without adding any projects that include significant pedestrian or bicycle facilities.

Given these factors the Bicycle and Pedestrian Program has stand-alone funding to meet the minimum 1% requirement. Bicycle and pedestrian expenditures met the 1% requirement in 2006 after falling short from 2001 to 2005. This reflects successful increases in the Pedestrian and Bicycle funding programs. Expenditures in 2006 exceed the 1% requirement by \$203,736. The history of bicycle and pedestrian expenditures since 1990 are shown in Table 1.

Table 1 – Expenditure History

Fiscal Year	State Construction Share	Misc. State Costs*	Total State Costs	One Percent of Highway Fund	Amount Over or (Under)	State Spending Percent of Highway Fund	Federal & Local Construction Share	Total Bike-Ped Construction Expenditures
AVG	\$3,734,000	\$4,772,000	\$4,014,000	\$4,048,000	(\$33,500)	0.99	\$7,873,000	\$11,600,000
TOTAL	\$63,477,130	\$4,771,994	\$68,249,124	\$68,819,193	(\$570,069)		\$133,845,639	\$197,322,769
2006	\$6,478,412	\$135,238	\$6,613,650	\$6,409,914	\$203,736	1.03	\$7,736,365	\$14,214,777
2005	\$5,844,523	\$161,247	\$6,005,770	\$7,286,352	(\$1,280,582)	0.82	\$8,539,500	\$14,384,023
2004	\$5,654,134	\$177,999	\$5,832,133	\$6,742,168	(\$910,035)	0.87	\$10,650,891	\$16,305,025
2003	\$4,316,544	\$210,764	\$4,527,308	\$4,880,258	(\$352,950)	0.93	\$9,585,758	\$13,902,302
2002	\$2,111,621	\$210,764	\$2,322,385	\$4,414,217	(\$2,091,832)	0.53	\$7,464,543	\$9,576,164
2001	\$2,787,933	\$222,007	\$3,009,940	\$3,780,224	(\$770,284)	0.8	\$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	(\$1,408,012)	0.56	\$1,977,024	\$3,523,819
1993	\$1,451,350	\$522,173	\$1,973,523	\$3,054,099	(\$1,080,576)	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 FUNDING PROGRAMS

ODOT established a Bicycle & Pedestrian Program fund in the 2000 STIP to meet the minimum 1% requirement. The 08-11 STIP programs \$24.77 million in state dollars, for the Bicycle and Pedestrian Program, allocated to three funding programs:

- Sidewalks Improvement Program (SWIP): \$2.5 million per year in FY 08-11 for pedestrian improvements on State Highways. A regional spending target is calculated based on sidewalk needs.
- Quick Fixes: About \$1 million per year for minor sidewalk and bikeway improvements on state highways, up to \$100,000 per project. Funds are distributed to ODOT Maintenance Districts and Regional Offices and cities and counties, with no regional spending targets.
- 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.

\$5.0 million in Grants was available for FY 08/09. Fifty-eight grant applications were received, requesting grant funds totaling \$13,500,000. OBPAC selected 19 projects for funding, awarding \$4,821,896 for projects totaling \$5,940,980. Grant funds for various project types are:

➤ Sidewalks	2 projects	\$232,400
➤ Sidewalks and Bike Lanes	6 projects	\$1,603,656
➤ Pedestrian Crossings	4 projects	\$679,700
➤ Bike/Ped Bridges	3 projects	\$1,148,400
➤ Shoulder Widening	1 project	\$337,000
➤ Downtown Improvements	2 projects	\$678,500
➤ Bike Guide Signs	1 projects	\$142,200

The downtown improvement projects in Milwaukie and Salem support the OTC desire to fund Main Street projects with Bicycle and Pedestrian Program funds. Projects on State Highways total \$1,451,700 and projects on local roads total \$3,370,196, 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	0.70 miles	3.20 miles	3.90 miles
➤ Bike Lanes	0.63 miles	2.72 miles	3.35 miles
➤ Pedestrian Crossings	4 crossings	5 crossings	9 crossings

08-11 STIP

Pedestrian and Bicycle Program funds are estimated to range between \$6.1 to \$6.3 million annually thru 2011. Projected state funded expenditures for Bicycle and Pedestrian improvements from 2007 to 2011 are shown in Table 2. The projections show that bicycle and pedestrian expenditures will exceed the minimum 1% requirement from 2007 to 2011, assuming no additional highway funds.

Table 2 – Estimated Future Expenditures

	1% Hwy Fund	Admin	STIP Projects*	Bike/Ped Program	Ped-Bike Expenditures	Over (Under)
2007	\$5,660,000	\$220,000	\$1,000,000	\$5,660,000	\$6,880,000	\$1,220,000
2008	\$6,301,000	\$220,000	\$1,000,000	\$6,301,000	\$7,521,000	\$1,220,000
2009	\$6,164,000	\$220,000	\$1,000,000	\$6,164,000	\$7,384,000	\$1,220,000
2010	\$6,109,000	\$220,000	\$1,000,000	\$6,109,000	\$7,329,000	\$1,220,000
2011	\$6,196,000	\$220,000	\$1,000,000	\$6,196,000	\$7,416,000	\$1,220,000

* State Funded Portion

Program funding is distributed to the three funding programs are shown in Table 3.

Table 3 – Pedestrian and Bicycle Program Funding Splits

	2008	2009	2010	2011
Quick Fix	\$1,301,000	\$1,165,000	\$1,109,000	\$1,196,000
Grants	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
SWIP	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
Total	\$6,301,000	\$6,165,000	\$6,109,000	\$6,196,000

MEETING LONG-TERM NEEDS

Since the Bicycle Bill was passed in 1971, it is estimated that 50% of urban State Highways have sidewalks and/or bicycle facilities. The program will under take an inventory of sidewalk and bicycle facilities in urban areas in 2007 and 2008. This inventory will help the department determine what funding levels will be needed to make significant progress towards providing sidewalks and bike lanes on urban State Highways. As the popularity of bicycling and walking increase and to cope with increasing motor vehicle traffic volumes, the needs of bicyclists and pedestrians have expanded beyond completion of the bikeway and sidewalk network. Department funding is increasingly being spent to address safety concerns, by providing crossings on state highways.