

PEDESTRIAN AND BICYCLE PROGRAM
Bi-Annual REPORT
Fiscal Years 2007 and 2008



INTRODUCTION AND BACKGROUND

The ODOT Pedestrian and Bicycle Program continues to monitor and report on the Department's activities in support of bicycling and walking. As gas prices climb and concern about global climate change grows, the interest in bicycling and walking increases every year and the importance of providing for bicycling and walking is widely recognized. Oregon is well positioned and nationally recognized due to some historic state legislation passed in the 1970s.

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. Additionally, the statute requires ODOT (and cities and counties) to spend at least one percent of its share of state highway funds on pedestrian and bicycle facilities. Additionally, Article IX, Section 3A of the Oregon Constitution limits the use of state highway funds to streets, roads and highways. Therefore, 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. The committee meets quarterly around the state. It includes members representing local government, an environmental organization, bicycle business, the Oregon Recreation Trail Advisory Council, a member under 21 and three members at large. The committee also awards grants to local cities and counties through the ODOT Pedestrian and Bicycle Program Grants every two years.

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 900 miles of urban state highways in Oregon, not counting Interstates and Freeways.

STATE OF THE SYSTEM

We have just completed inventorying bicycling and walking facilities along all urban highways. Over 1700 roadside miles were reviewed. It is ODOT policy to provide bicycle facilities on 100% of the urban state highway system in the form of shared lanes, shoulders or bike lanes. Sidewalks are needed on only 1000 roadside miles of our urban highways, because many highways classified as urban are still quite rural in character and do not require sidewalks. The results of the inventory are as follows:

Feature	Roadside Miles	Miles Complete	% Complete
Bicycle Facilities	1700	935	58
Sidewalks	1000	550	56

BICYCLE-PEDESTRIAN EXPENDITURES

In 2000, ODOT restructured highway expenditures. New road construction (Modernization) funding dropped sharply with most of the department's revenues directed to roadway maintenance (Preservation). The result was a decrease in the construction of bicycle facilities and sidewalks, at the same time that the State Highway Fund balance rose due to OTIA I, II and III bonding revenues. The OTIA program was created to primarily fund highway and bridge repair and replacement. These developments resulted in several adjustments to the ODOT Bicycle and Pedestrian Program funding in order to meet the minimum 1% requirement, per ORS 366.514.

After a dip in bicycle facility and sidewalk expenditures, due to ODOT's restructured budgets, the Department is now back on track and is currently meeting the minimum 1% state highway fund expenditure requirement. A history of bicycle and pedestrian expenditures since 1990 is shown in Table 1.

BICYCLE AND PEDESTRIAN FUNDING PROGRAMS

The Bicycle and Pedestrian Program funding is directed into three programs: Sidewalk Improvement Program (SWIP), Quick Fix and Grants. The current 2008-2011 Statewide Transportation Improvement Program (STIP) budgets \$22.0 million in state dollars for the Bicycle and Pedestrian Program, allocated to three funding programs:

- Sidewalks Improvement Program (SWIP): \$2.0 million per year for pedestrian improvements on state highways. Regional spending targets are calculated based on sidewalk needs in each Region.
- Quick Fix: \$1.0 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 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.

Table 1 – Expenditure History

Fiscal Year	State Construction Share	Program Administration (State Funds)	Total State Expenditures	1% of State Highway Fund	Amount of State Funds over or (under) 1% of SHF	State Spending as % of Highway Fund	Federal/Local Const. Share	Total (Federal and State Funding) Spent on Bike Ped
Total	\$95,000,819	\$7,049,755	\$102,050,574	\$91,251,387	\$10,799,187	NA	\$165,464,308	\$260,465,127
Avg	\$3,958,367	\$293,740	\$4,252,107	\$3,802,141	\$449,966	1.12	6,894,346.17	10,852,713.63
2008	\$6,283,900	\$189,656	\$6,473,556	\$5,941,821	\$531,735	1.09	\$8,935,839	\$15,219,739
2007	\$14,110,855	\$181,115	\$14,291,970	\$6,324,374	\$7,967,595	2.26	\$7,475,079	\$21,585,933
2006	\$6,478,412	\$135,238	\$6,613,650	\$6,409,914	\$203,736	1.03	\$8,736,365	\$15,214,777
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)	0.80	\$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	(\$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
1989	\$1,847,604	\$406,929	\$2,254,533	\$2,192,027	\$62,506	1.03	\$1,462,295	\$3,309,899
1988	\$4,356,996	\$381,259	\$4,738,255	\$2,865,820	\$1,872,435	1.65	\$5,568,485	\$9,925,481
1987	\$1,511,791	\$465,635	\$1,977,426	\$1,811,426	\$166,000	1.09	\$2,610,342	\$4,122,133
1986	\$1,932,596	\$319,395	\$2,251,991	\$1,695,398	\$556,593	1.33	\$1,634,652	\$3,567,248
1985	\$1,479,947	\$333,772	\$1,813,719	\$1,601,327	\$212,392	1.13	\$2,931,977	\$4,411,924

* Administration, maps, office expenses, etc.

The over 2% expenditure in Fiscal Year 2007 is an aberration, due in large part to the MLK Viaduct project. This project alone represented 0.85% if the bicycle and pedestrian expenditure and included over \$5 million dollars worth of sidewalk improvements.

Program Funding Levels

State funded expenditures for Bicycle and Pedestrian improvements for 2008 to 2011 are shown in Table 2.

Table 2 – Program Funding Levels

	FY 2008	FY 2009	FY 2010	FY 2011
Quick Fix	\$1,000,000	\$1,000,000	\$1,200,000	\$1,500,000
Grants	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
SWIP	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000
Total	\$5,600,000	\$5,600,000	\$5,800,000	\$6,100,000

MEETING LONG TERM NEEDS

ODOT has done a commendable job of providing for bicycling and walking since the Bicycle Bill was passed in 1971. The *Oregon Bicycle and Pedestrian Plan* is a nationally recognized standard for bicycling and walking facilities and the ODOT Pedestrian and Bicycle Program is frequently solicited by transportation professionals across the nation for advice. However, statewide inventory of Sidewalks and Bicycle Facilities revealed that the bicycling and walking systems are incomplete. The inventory will help the Department determine what funding levels will be needed to provide facilities for walking and bicycling in Oregon's urban state highways. Funding may have to exceed the minimum 1 percent required by law in order to fully provide the most basic accommodation in urban areas. Providing facilities for walking and bicycling will assist the Department in reducing carbon emissions. Walking and bicycling is an inexpensive mode of transportation and benefits the health of Oregonians.

Additionally, as the popularity of bicycling and walking increase, as well as motor vehicle traffic volumes, the needs of bicyclists and pedestrians have expanded beyond the mere completion of the lineal bikeway and sidewalk network. The quality of the bicycling and walking environment as well as the safety of crossing state highways will have to be addressed in coming years. Bicycling and walking are the solution to many societal transportation, health and energy issues. The facilities provided by departments of transportation, such as ODOT, should be commensurate. The ODOT Pedestrian and Bicycle Program is working toward this goal.

Note about this report

This report marks a change in our reporting. Prior to FY2008 we issued annual reports. Beginning with FY 2008 we are issuing Bi-Annual reports to coincide with the adopted STIP. This is the 1st Bi-annual report. It has been combined with the previously released FY07 Annual Report. The next report will be in 2010 and will be for FYs 09 and 10.