

Great Streets Fact Sheet

The Great Streets Program targets multimodal and holistic transportation improvements within a corridor or community. The program is unique – instead of targeting investments to a single, discrete need (e.g. a specific bridge, a single crossing, a section of pavement), the Great Streets Program funds corridor-investments that addresses multiple high-priority needs through a single project. A Great Streets project may address a critical safety issue, fill in a sidewalk gap, *and* make intersection improvements. The Great Streets program focuses on creating more complete streets and a safer, more accessible transportation system for all users.

Great Streets focuses investment on state highways serving as “main streets” through communities (rather than interstates, for example). To date, two separate one-time infusions of funding have supported the Great Streets Program (\$51 million, including a one-time \$1 million legislative appropriation, and \$70 million). At this funding level, the program has primarily supported safety enhancements and active transportation improvements. The program is scalable, so that with additional funding to award higher-cost needs can also be addressed. This may include roundabouts, transit pull-outs, paving, etc.

Funding

Today’s Great Streets Program is primarily federally-funded, though the Program can also be funded with State Highway Funds as the investments are within the right of way. The first round of Great Streets funding (\$51 million) was awarded for years 2022-2027 and funded four projects. The Oregon Transportation Commission allocated \$15 million of the Great Streets funds to the Outer Powell project in Portland/Gresham. The other three funded projects are:

- Portland (Lombard/US 30 Bypass) - Upgrading sidewalks and protected bicycle lanes to connect to an existing network, replacing an existing right turn “slip lane” with green stormwater treatment areas and a pedestrian plaza, and improving intersection safety and timing;
- Chiloquin (Chiloquin Blvd/OR422) - Adding high-visibility crosswalks, new sidewalks and bicycle lanes, adding multiuse path and stormwater treatment swales, realigning intersections, and partnering with the City to add additional features; and
- Hermiston (11th St/OR207) - Adding new transit shelters and accessible bus stop features, adding sidewalks, crossing, and a bicycle lane.

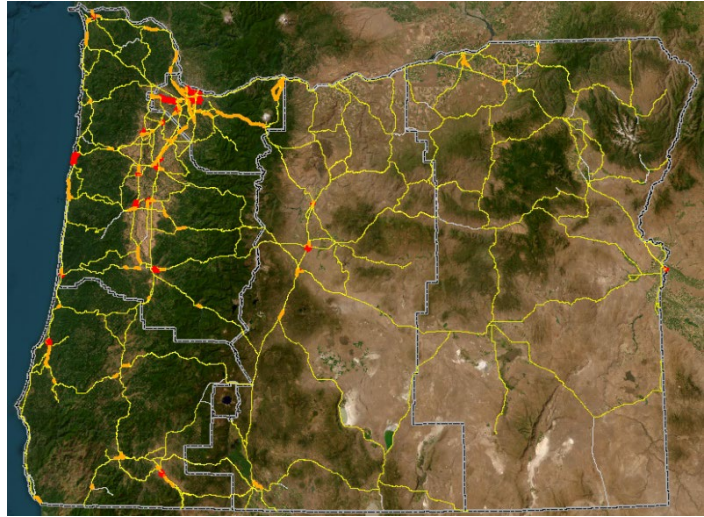
The second round of funding (\$70 million) will be awarded in 2025 for years 2027-2030. Beyond 2030, funding has yet to be identified.

Should an ongoing funding source be identified, an infusion of \$45 million each year would enable investments in higher-cost safety needs and other important outcomes.

Project Identification and Selection

Potential Great Steets investments are identified by combining data layers to determine where multiple top priorities overlap, including: bicycle and pedestrian connectivity, areas of high disparity, asset priorities and preservation, operational needs, freight, seismic, and more.

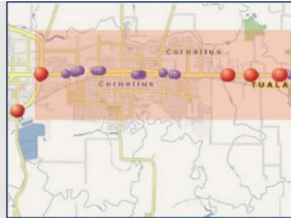
In addition, projects are selected that accomplish the following:



Address a high safety need



Advance climate or equity



Corridor-wide improvement



Balance urban and rural needs