

Pedestrian and Bicycle Strategic Funding Program Spring 2021



Overview

On January 21, 2021, the Oregon Transportation Commission approved \$255 million of funding to Public and Active Transportation Program (formally Non-Highway Program) in the 2024-2027 Statewide Transportation Improvement Program (STIP). The Public and Active Transportation Program includes a variety of sub-programs for public transportation services and capital projects, pedestrian and bicycle projects, Safe Routes to School (SRTS) education and infrastructure and Transportation Options programs.

A total of \$55 million was allocated for pedestrian and bicycle projects and SRTS infrastructure projects that will address the areas of most need on the state system. The Pedestrian and Bicycle Strategic sub-allocation is \$45 million in federal funding dedicated to address critical gaps in the state system for walking and biking. The ODOT SRTS infrastructure sub-allocation is \$10 million in federal funding to help reduce pedestrian and bicycle network gaps within a 1 mile radius of a school. Since ODOT has set aside this targeted allocation for projects near schools, the agency has chosen not to apply for grants through the HB 2017 SRTS competitive process during the 2024-27 STIP cycle.

The Pedestrian and Bicycle Strategic and ODOT SRTS infrastructure program sub-allocations may be used for projects on the state system beginning in 2024. The Public Transportation Division is preparing to compile needs lists, identify possible projects, develop design approaches and cost estimates, and prioritize the scoped projects for inclusion in the '24-'27 STIP. The other sub-allocations are for competitive local grants, programs that promote public and active transportation, and transit improvements that will use existing program structures.

Program Goals¹

1. Address pedestrian and bicycle gaps on the state system such as missing sidewalks, bike lanes and crossings.
2. Prioritize projects at locations that provide an equity and safety benefit.
3. Identify cost savings through leveraging with other ODOT projects such as repaving or curb ramp replacement at high priority pedestrian or bicycle locations.

The increased funding for pedestrian and bicycle projects in the '24-'27 STIP is intended to improve our progress on key performance measures by funding the necessary improvements on or along state

¹ Aligned with [Oregon's Bicycle and Pedestrian Plan](#) and [Oregon Transportation Plan](#).

Program Website: <https://www.oregon.gov/odot/STIP/Pages/PBS.aspx>

highways, with a focus on priority locations identified through the [Active Transportation Needs Inventory \(ATNI\)](#) using data like essential destinations, household income, existing conditions, and crash risk factors. It supports improving safe and equitable access to active and public transportation, a key initiative of the [Strategic Action Plan](#). The program primarily focuses on the top 10% of priority locations as identified in the ATNI and the top 20% for SRTS projects in communities under 5,000 in population.

Funds may be used for a variety of improvements that primarily benefit walking and biking safety and access, however our priority is to improve sidewalks, bike lanes and crossings that will complete our network and compliance with [Blueprint for Urban Design](#) pedestrian crossing spacing guidelines.

Next Steps

Project Identification: March - June 2021

- Use ANTI to identify high scoring leverage and stand-alone project opportunities.
- Identify SRTS projects utilizing past ODOT SRTS applications that demonstrate strong community support and have a high ATNI score.
- Develop draft list of projects (leverage with Fix-It and ADA Programs and stand-alone projects) and review list for feasibility, readiness, geographic balance, and programmatic targets like SRTS.
- ODOT Active Transportation Liaisons (ATLs) will work with Public Transportation Division and other ODOT region staff to develop project concepts for the list of improvements in their region.

Project Scoping: July 2021 – March 2022

- Pedestrian and Bicycle Program manager work with region ATLs, ODOT district and area managers to refine the project concept list and draft business cases that document the identified problem, proposed solution, project risks, and cost estimate.

Project Refinement and Selection: July 2022- June 2023

- After scoping, the project list is refined and shortened due to updated project cost estimates.
- The Oregon Transportation Commission ultimately approves the project list.

Upcoming Partner and Public Outreach

- May - September 2021: Meet with Area Commissions on Transportation, ODOT advisory committees, and other stakeholder groups at key milestones to inform on program development and project selection process, and gather input on draft list of projects and design elements.
- Fall 2021: Host online open house to gather public comment on draft list of projects and design elements.

Questions?

Contact Jessica Horning for Pedestrian Bicycle Strategic Jessica.Horning@odot.state.or.us and for Safe Routes to School contact LeeAnne Ferguson at LeeAnne.Ferguson@odot.state.or.us.

