

2015 Governor's Transportation Vision Panel

Outline of Statewide Bike/Pedestrian Needs and Investment Scenarios

Needs (total from 2015-2040): \$2B-\$4B

Statewide facility need: \$1B (this would help to complete the system in cities and urban areas and address sidewalk ramps; not included is funding needed to support ongoing maintenance).

Local facility need: \$3B (this figure is a compilation of bicycle and pedestrian project lists in local plans – which do not include financial constraints; similarly, maintenance costs are not included). Looking at projects in areas with a financial constraint lens (MPOs), the total need for *local facilities in urban areas is about \$1B*.

Consequences of different levels of investment

Funding scenarios were developed for the plan to help decision-makers in what to prioritize under different levels of investment and to talk about the good, bad, and the ugly in terms of consequences.

Scenario 1: Triage

Reduced Funding of up to \$18.5M Annually (up to \$440M total from 2016-2040)

Statewide transportation funding levels decline over time due to debt service, inflation and other issues; and federal funding decreases. Of those funds available, the majority is focused on maintenance and preservation of the existing system. OTP policies, management systems for pavement and bridges and associated federal performance measures drive investments towards safety and preservation of infrastructure. Preservation projects for these areas are likely to have walking or biking elements, including added connections that fill previous system gaps. In this way, and in compliance with the Bike Bill, maintenance and preservation projects for other modes will help infill the walking and biking network. There is opportunity in prioritizing roadway preservation projects to more broadly consider multimodal needs, and take into account walking and biking gaps when selecting the roadway locations with the greatest maintenance and preservation needs. Specific to investments targeting walking and biking maintenance and preservation, infill may also occur through funds such as SWIP, investing ODOT dollars in filling sidewalk gaps on state highways. In addition, where connectivity issues are a safety concern, such as sidewalks missing around a school, safety related preservation funds can help to make those critical connections. Both from a preservation and enhancement perspective, slow build out of the walking and biking network would occur.

Across modes, only the most urgent maintenance and safety issues are fixed and the condition of the entire system declines. For walking and biking, this would likely materialize as vegetation encroachment, cracks and upheavals, impacting safety and connectivity in some cases and possibly resulting in reduced mobility. Addressing sidewalk ramps would be a priority for the state, but funding levels would fall short of needs. Across

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the state, new walkways and bikeways will be built or older ones preserved where the most critical safety issues exist.

Beyond preservation and safety, enhancements to the transportation system would be limited, with only a small portion of the shrinking pot available for additions or modifications. The mandated minimum of one percent would still go towards walking and biking investments but that dollar figure would be smaller given the overall amount of funds available for transportation would be smaller. Some jurisdictions may choose to spend more than the one percent and opportunities exist for leveraging funds and local financing. Focus would be placed on the investments that achieve the most cost effective and greatest benefit for the overall system and for the state. Walking and biking investments would compete with public transportation and transportation options programs, in addition to auto-oriented improvements. Safety would be prioritized above other investments, but even when focused, the limited funding available would only start to address some of the most severe safety issues. Expansion of any of the transportation systems (roadway, biking, walking, and public transportation) would be limited beyond that described above. Critical gaps in the walking and biking network would remain, and gap infill would slow, leaving areas disconnected and underserved. As congestion would likely increase on roadways, more people might have interest in walking or biking but options would remain limited in areas that are limited today.

Scenario 2: What we have to do

Same Funding of up to \$29M Annually (up to \$700M total from 2016-2040)

Statewide transportation funding levels would remain relatively flat or decrease slightly for years to come. Resources may or may not keep pace with inflation, potentially eroding the buying power of the amount available. Preservation of the existing system would continue at its current pace, which is insufficient to prevent deterioration of the walking and biking networks, resulting in more areas of disrepair. Paving and resurfacing projects could focus on the most highly used areas, considering multimodal needs. In these areas, preservation projects would likely enhance walking and biking conditions by filling in gaps, adding sidewalk ramps and improving pavement condition for cyclists, with potential for minor striping changes within existing right-of-way, leading to areas of restored mobility and safety. Spending focused on fixing walking and biking infrastructure would likely target safety issues and sidewalk ramps across the state and address impediments in highly utilized areas or areas servicing critical connections. Other parts of the system could have continuing or increasing mobility challenges due to the inability to maintain the infrastructure. Some local jurisdictions who are able to secure additional funding, or have increased growth and can require developers to put in or update infrastructure, may be able to maintain higher levels of mobility.

Remaining funds for enhancements to the transportation system may allow for small incremental improvements to facilitate multimodal transportation choices, including walking, biking, and taking public transportation. First and foremost would be addressing critical safety issues across modes. Making the walking and biking networks more efficient through the expansion of existing infrastructure would be difficult, but select improvements could be made to connect critical gaps or resolve issues on high-use facilities. Filling in these gaps would be a top priority with available funding and help to improve equity by starting to reach more transportation disadvantaged populations. However, funding would only spread so far between safety and making critical connections, resulting in the persistence of moderate to small safety concerns and several areas of the walking and biking network remaining disconnected.

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Scenario 3: Phase I of what we need to do

Additional Funding of up to \$38M Annually (up to \$900M from 2016-2040) [reflects 30% increase above current funding levels]

Statewide funding levels increase and stabilize. This increase may result from additional funding from other federal, state or local resources, changes in funding structures, or creative local financing mechanisms, which increases the overall amount of funds available. More paving and resurfacing projects would be expected, resulting in improvements to walking and biking facilities including sidewalk ramps. Those investments targeting walking and biking could consider a broader array of maintenance issues, including prioritizing safety concerns, connections, and mobility impediments. Fixes should continue to focus on well used areas and those servicing critical connections. Maintenance issues would still persist on the system, but would likely be infrequent and dispersed. Overall performance of the existing system would improve.

Investments in the system could move beyond addressing known issues at individual locations to systematic improvements that enhance walking and biking overall. With more funding available for enhancing the system, new construction and reconstruction would be likely across the entire transportation system, equating to new and added walking and biking connections. Filling in critical system gaps would continue and a minimal number of other important connections would be made. With new connections added, longer term maintenance costs would also be borne. In addition to continuing to prioritize critical safety issues, broader safety and security approaches could be supported, such as pedestrian bulb outs and separation as appropriate. Increasing system safety and security would likely help to address real or perceived barriers to walking and biking, resulting in more people choosing those modes of travel. Overall system accessibility would be improved through connectivity investments, providing additional opportunities to walk and bike. Investments in the transportation system as a whole would likely improve connectivity between modes, for which walking and biking are critical as first and last mile connections to driving and taking public transportation.

Scenario 4: Phase II of what we need to do

Funding Need of up to \$105M Annually (up to \$2.5B total from 2016-2040) [reflects lower end range of needs]

Less based on the availability of funds and more on needs, this funding scenario conservatively estimates funding needs in excess of \$2 billion, meaning that future phases of investment would be needed to achieve the plan vision. Unconstrained need estimates, identified in local TSPs and other documents, total \$2.8 billion by 2040 and conservative state needs were estimated at \$800 million. A more conservative assumption was made commensurate with projected State system needs at around \$800 million and city and county needs around that amount within more urbanized areas.

With increased, but feasible funding, the ability to maintain and enhance the system is visible. Maintenance issues would become infrequent and dispersed, likely isolated to areas less used or those facilities not servicing critical connections.

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The roadway system will also see improvements, with more ability to keep up with increasing population, which should bolster pedestrian and bicycle facility system safety. Enhancements would allow for a fairly well connected pedestrian and bicycle network, with gaps existing in less critical, utilized, or populated areas. This may allow for the system to be more fully funded including network connectivity for recreation and other areas not deemed as critical connections. More costly improvements that promote comfort features like bridges for pedestrians and bicycles only may be considered.

The level of investment discussed in this scenario would be needed to help achieve the Plan vision, but even more would be needed long term. Benefits from this level of investment would allow the system to mostly keep pace with estimated population growth, help to support system safety and accessibility, thus contributing positively to the livability and economic vitality of the state.
