

## **Bicycle and Pedestrian Funding: Synthesis**

prepared for  
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Transportation Synthesis Reports (TSRs) are brief summaries of currently available information on topics of interest to WSDOT staff. Online and print sources may include newspaper and periodical articles, NCHRP and other TRB programs, AASHTO, the research and practices of other state DOTs and related academic and industry research. Internet hyperlinks in the TSRs are active at the time of publication, but host server changes can make them obsolete.

### **Request for Synthesis:**

The Columbia Crossing Bridge between Portland, Oregon, and Vancouver, Washington, will include world-class bicycle and pedestrian facilities. Paula Reeves, Bicycle and Pedestrian Program Manager, WSDOT, requested a synthesis of similar facilities that have used innovative funding.

### **Background:**

Two major bi-state bicycle and pedestrian crossings have been completed recently in conjunction with bridge rehabilitation projects on the Mississippi River between St. Louis, Missouri, and Illinois. These projects have been guided in part by area planning organizations. The Woodrow Wilson Bridge rehabilitation and the Ohio River Bridges projects (in the construction and design phases, respectively) both call for bicycle and pedestrian facilities. In addition, bi-state bridges solely for bicycles and pedestrians have been established by local trail programs.

FHWA Web sites address federal funding available for such facilities, although sites on recent projects show that grass roots efforts obtain funding from a variety of public and private sources.

### **Databases Searched:**

- RiP
- TRIS Online
- Google
- Wisconsin DOT Transportation Synthesis Reports

### **Synthesis Summary:**

Categories of publications and resources are as follows:

- Bi-State Bridges with Bicycle/Pedestrian Facilities
- General Bicycle and Pedestrian Funding
- Related Projects

### **BI-STATE BRIDGES WITH BICYCLE/PEDESTRIAN FACILITIES:**

#### **McKinley Bridge Bikeway and Trestle at Branch Street, Opening Festivities Planned for June 7**

The Great Rivers Greenway District and Metro East Park and Recreation District, June 2008

The Great Rivers Greenway District and the Metro East Park and Recreation District will jointly celebrate the grand opening of the McKinley Bridge Bikeway and Trestle at Branch Street on

Saturday, June 7, from 11 a.m. until 2 p.m. Both organizations share credit for improving bicycle and pedestrian access across the bridge.

The McKinley Bridge Bikeway is a 2,600-ft. long by 14-ft. wide cantilevered lane separated from vehicular traffic lanes on the McKinley Bridge. It is only the second bicycle/pedestrian bridge to open over the Mississippi River in St. Louis, preceded by Old Chain of Rocks Bridge. Offering dramatic views of the Mississippi River and downtown St. Louis, the bikeway is a unique and distinctive feature of the reconstructed bridge that was reopened for vehicular traffic last November . . .

Bikeway Exemplifies Regional Collaboration:

“The McKinley Bridge Bikeway demonstrates the power of regional collaboration to improve transportation options for all residents of the bi-state region. Creating it required ongoing collaboration between the Illinois Department of Transportation (IDOT), Missouri Department of Transportation (MoDOT), Metro and the City of St. Louis, as well as both park and greenway districts,” said David Fisher, Executive Director of The Great Rivers Greenway District. “The Bikeway links residents in neighborhoods and communities to each other while providing an exciting venue to view and experience the power and majesty of the Mississippi River.”

The Great Rivers Greenway District provided \$7 million for the bikeway and \$4 million for the Trestle at Branch Street, with the Metro East Park and Recreation District contributing \$950,000 toward the bikeway and the construction of a connecting trail that links into the McKinley Bridge Roadside Park. Interestingly, \$4 million is same amount it cost in 1910 to build the original bridge.

<http://www.greatrivers.info/DocumentStore/9905b1eb7ff44fc2942c6c0f68240c87/McKinley%20Bikeway.FINAL%206.6.2008.pdf>

**Eads Bridge**

Trailnet

Summary:

Eads Bridge, a National Historic Landmark, spans the Mississippi River in downtown St. Louis and supports automobile, MetroLink, bicycle and pedestrian traffic. The Bridge can also be closed to automobile traffic and used as the site for various festivals and celebrations.

History:

The bridge was closed to automobile traffic in 1991 due to deterioration of the deck supports and was re-opened to rail traffic when the first phase of MetroLink opened in 1993. A restoration project initiated by the City of St. Louis in 1993 was completed in 2003 when the bridge was re-opened to automobile traffic.

Trailnet's Role:

Trailnet became involved in 1999 with its “Save Eads Bridge” campaign which raised private funding to improve the bicycle / pedestrian access to the bridge and to preserve the historic integrity of the railings and lighting fixtures. This campaign was endorsed by the CVC, Downtown Partnership, DowntownNow!, Landmarks Association, Metropolis, RCGA, the Mayor’s Office and the Board of Aldermen.

[http://www.trailnet.org/p\\_eadsbridge.php](http://www.trailnet.org/p_eadsbridge.php)

**Woodrow Wilson Bridge Project—Bicycle/Pedestrian Facilities**

A pedestrian and bicycle facility, with appropriate safety barriers, lighting and signing to connect to parks and trails on both sides of the Potomac River is a feature of the bridge. Located on the north side, it will connect to Rosalie Island in Maryland and the Washington Street Deck in Virginia.

<http://www.wilsonbridge.com/po-projectDescription3.htm>

Update:

Unlike the old Woodrow Wilson Bridge, pedestrians will have the unique ability to walk, bike or run the entirety of the new bridge. Spanning approximately 1.1 miles, the 12-foot wide path will be built as part of the northern or Inner Loop span with “bump-outs” to provide panoramic views of Washington, D.C., the City of Alexandria and Prince George’s County.

Although the second span of the new bridge (Inner Loop I-95/I-495 Southbound) opened to vehicle traffic in May 2008 and will bring motorists one-step closer to bottleneck relief, there is still much work to be done on completing the pedestrian/bike path. The Maryland deckover and ramp to the main bridge will be completed in Spring 2009. This work is complicated and meticulous but will be beautiful once it is completed.

On landside, several additional pedestrian/bike facilities have been created and/or improved. Once the Maryland ramp to the bridge is completed in Spring 2009, the urban deck over the Beltway on Washington Street will serve as a “hub” of the many trail “spokes” that come together.

During construction of the many trails, Project staff has worked closely with nearby residents and cyclists to ensure access is as safe as possible.

<http://www.wilsonbridge.com/pdfs/Pedestrian-Bike%20Path%20Completion%20Timeline.pdf>

Sponsoring Agencies:

The four agencies [FHWA, Maryland State Highway Administration, Virginia DOT, District DOT] are a Team that work together to address the issues associated with the design and construction of the Woodrow Wilson Bridge Project. There is overlap and issues of mutual concern in which all or certain members of the WWB Team participate on a day-to-day basis . . .

<http://www.wilsonbridge.com/po-projectTeam2.htm>

**Ohio River Bridges Project—The Bicycle and Pedestrian Experience**

The purpose of the Ohio River Bridges Project is to provide additional cross-river mobility...for pedestrians and bicyclists as well as for vehicles. As a result, a 17-foot multi-use path for use by bike riders and walkers is planned for both the East End Bridge and the new Downtown Bridge. [Bridges’ designs are to be finished in 2009.]

<http://www.kyinbridges.com/pdfs/BicycleAndPedestrian.pdf>

The Project, Oversight:

The Bridges Project, a bi-state project, is managed by officials from the Kentucky Transportation Cabinet (KYTC) and the Indiana Department of Transportation (INDOT). A Bi-State Management Team of these officials oversees work completed by the general engineering consultant, Community Transportation Solutions (CTS), and the six design teams on the project. Each state has a project manager specifically for this project.

The Federal Highway Administration (FHWA) also reviews the work of CTS and the Bi-State Management Team. FHWA also has a project manager dedicated to this project.

CTS, the general engineering consultant, is a team of consultants selected by the two states to manage the project and coordinate the work executed by the six design teams. CTS and the Project Manager at this level oversee the design work, right-of-way acquisition, utility relocation, public involvement and the Disadvantaged Business Enterprise program.

The design work on the project is divided up into six sections, which include each of the two bridges and each of the bridge approaches on either side of the river. Each section design team focuses on the character and needs of the communities in their section.

<http://www.kyinbridges.com/project/oversight.aspx>

## **Old Chain of Rocks Bridge**

### Trailnet

The Old Chain of Rocks Bridge, at 5,353 feet long, is one of the world's longest bicycle and pedestrian bridges. The Bridge spans the Mississippi River and provides a vital link in the bi-state trail system, connecting to the St. Louis Riverfront Trail in Missouri and the MCT Confluence Trail in Illinois.

### History:

Trailnet became involved in the project in 1997 when it initiated a restoration project to re-open the Bridge as one of the world's longest bicycle and pedestrian bridges. Trailnet completed the Master Plan for the Bridge and has implemented a number of its planned improvements, including a Route 66 themed bump-out, full-span pedestrian lighting, Missouri-side restrooms, benches, bike racks and interpretive plaques.

### Trailnet's Role:

Trailnet manages the Bridge under a long-term lease from the City of Madison, Illinois and is raising capital funds for enhancement projects.

### Partners:

- City of Madison, Illinois
- Great Rivers Greenway District
- Illinois Department of Natural Resources
- Missouri Department of Conservation

[http://www.trailnet.org/p\\_ocorb.php](http://www.trailnet.org/p_ocorb.php)

## **2006 Partnership Award Winners: American Discovery Trail, Quad Cities Section**

### American Trails

The construction of a segment of the American Discovery Trail, completed in 2005, required funding, support and partnership from many entities. The trail section connects the Great River Trail/Grand Illinois Trail/Mississippi River Trail in Rock Island over the Government Bridge on Arsenal Island to the Mississippi River Trail in Davenport, Iowa. The project establishes one of only two ADT crossings of the Mississippi River in the nation.

The American Discovery Trail crossing has been part of the long-term transportation plans of the Quad City Area. Multiple states, counties, cities, public and private foundations, organizations, and corporations have partnered to assist in its successful completion:

### Funders:

- Illinois Department of Transportation
- Department of Commerce & Economic Opportunity Illinois Department of Natural Resources
- Iowa Department of Transportation
- Iowa Riverboat Authorities, RDA and SCRA
- City of Rock Island
- City of Davenport
- Corporate Assistance - Alcoa
- Corporate Assistance - Deere and Company
- River Action Inc.
- Const. Contract Oversight: City of Rock Island

Trail Owner: Rock Island Arsenal

<http://www.americantrails.org/awards/NTS06awards/partnership06.html>

## **RELATED PROJECTS**

### **Riverfront Heritage Trail**

Kansas City River Trails, Inc., 2007

The Riverfront Heritage Trail is a fully accessible ten-mile bike and pedestrian pathway that begins at the riverfront and winds through the oldest and most historic parts of bi-state Kansas City. It is the first of its kind in Downtown Kansas City. It links communities, parks, and exciting destinations with unique new venues and dramatic public artworks. Historical markers along the Trail will create a journey through the early history of this region. As such, the Trail will enhance bi-state Kansas City's historic, cultural and recreational treasures. The Trail will help our community gain access to our spectacular rivers, improve the community's quality of life and stimulate economic development . . .

The Riverfront Heritage Trail is under construction by a coalition of public and private stakeholders including the City of Kansas City, Missouri; Unified Government of Wyandotte County and Kansas City, Kansas; Port Authority of Kansas City, Missouri; and Kansas City River Trails, Inc.

<http://kcrivertrails.org/>

### **Pedestrian Design Assistance Program, Maricopa Association of Governments, Phoenix, Arizona**

Pedestrian and Bicycle Information Center

#### **Problem:**

The Maricopa Association of Governments (MAG) wanted a way to encourage the integration of pedestrian facilities into infrastructure improvements.

#### **Background:**

The MAG had a Pedestrian Area Policies and Design Guidelines for several years. However, with increasing demand for facilities improvements outlined in this document, there was a need to provide reserved funding for pedestrian projects.

#### **Solution:**

In 1996, the MAG in Phoenix, Arizona succeeded in developing a permanent source of funds for bicycle and pedestrian projects at \$300,000 and \$200,000 per year respectively. The intent of the program is to stimulate integration of pedestrian facilities into the planning and design of all types of infrastructure and development. The funds come out of federal funding to the Metropolitan Planning Organization (MPO).

<http://www.walkinginfo.org/library/details.cfm?id=2926>

## **GENERAL BICYCLE AND PEDESTRIAN FUNDING:**

### **FHWA and FTA Funds That May be Used for Bicycle and Pedestrian Activities**

FHWA, March 2006

<http://www.fhwa.dot.gov/hep/bkepedtble.htm>

### **Bicycle and Pedestrian Provisions of the Federal-aid Program**

FHWA

Section 217 of Title 23 of the U.S. Code calls for the integration of bicycling and walking into the transportation mainstream. More importantly, it enhances the ability of communities to invest in projects that can improve the safety and practicality of bicycling and walking for everyday travel.

<http://www.fhwa.dot.gov/environment/bikeped/bp-broch.htm#funding>

**Government Funding Sources**

Pedestrian and Bicycle Information Center

<http://www.walkinginfo.org/funding/sources-government.cfm>

**Bicycle & Pedestrian Program**

FHWA

On this site you can find information about the amount of federal funding spent on pedestrian and bicycle projects in your state, available federal funding sources, existing legislation, and guidance about accessible design.

<http://www.fhwa.dot.gov/environment/bikeped/index.htm>