TLCI Policy

- Adopted by the NOACA Board January 23, 2015
- Continues positive impact of the program with support of Planning Grants
- Policy lays out:
  - TLCI Objectives
  - Eligibility
  - Project Selection
  - Funding
  - Sponsor Responsibility
- Creates new Implementation Grants
  - Enhance the impact of TLCI planning by helping partners achieve planned goals
Analysis of Completed TLCI Studies

- 4 categories of TLCI transportation recommendations
  - Vehicular
  - Bicycle
  - Pedestrian
  - Transit

- Implementation grants are focused on Bicycle, Pedestrian, and Transit, but can have Vehicular benefits

- Some common recommendation categories trend as more expensive projects, precluding them from available budget
Analysis of Completed TLCI Studies

Vehicular Recommendations from TLCI Studies

- Road Diet: 14%
- On Street Parking: 11%
- Reconfigured Intersection: 10%
- Parking: 9%
- Access Management: 8%
- Traffic Calming: 7%
- Wayfinding and Signage: 6%
- New Roadway: 6%
- Roundabout: 5%
- Landscaped Median: 4%
- New Turn Lanes: 4%
- Signal Optimization: 4%
- Reconfigured Roadway: 4%
- Traffic Signals: 3%
- Decorative Signal Poles: 1%
- New Traffic Signals: 1%
Analysis of Completed TLCI Studies

Bicycle Recommendations from TLCI Studies

- Multiuse Path: 21%
- Bike Lanes: 18%
- Sharrows: 14%
- Bike Parking: 14%
- Wayfinding and Signage: 12%
- Sidewalk: 5%
- Bike Boxes: 4%
- Bike Plan: 2%
- New Route: 2%
- Bicycle Boulevard: 2%
- Bike Share: 1%
- Buffered Bike Lanes: 1%
- Cyclotrack: 1%
- Sharrows: 1%
- Bike Signal Detection: 1%
- Wide Shoulders: 1%
Analysis of Completed TLCI Studies

Pedestrian Recommendations from TLCI Studies

- Crosswalk Enhancements: 17%
- Street Trees: 12%
- Benches: 10%
- Lighting: 9%
- Landscaping: 8%
- Trash Receptacles: 7%
- Wayfinding and Signage: 7%
- Bump-outs: 6%
- Green Space: 6%
- New Sidewalks: 5%
- Pedestrian Path: 3%
- Curb Ramps: 3%
- Pedestrian Bridge: 2%
- Bridge Improvements: 1%
- Pedestrian Signals: 1%
Analysis of Completed TLCI Studies

Transit Recommendations from TLCI Studies

- TWE: 65%
- New Bus Route: 10%
- New Station: 8%
- Wayfinding and Signage: 6%
- Transit Center: 6%
- New Rail: 4%
- Access Management: 2%

Total: 100%
Survey Responses

- 23 Responses
  - Cities, community partners, county agencies, transit agencies, park districts
- Survey asked participants to identify and detail recommendations
  - Prioritize top three
- Surveys are from completed TLCI plans and non-TLCI local plans with livability recommendations
Survey Responses

Summary of TLCI Implementation Survey Responses

<table>
<thead>
<tr>
<th>Category</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signage/Wayfinding</td>
<td>78%</td>
</tr>
<tr>
<td>Crosswalk Improvements</td>
<td>65%</td>
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<tr>
<td>TWC Improvements</td>
<td>57%</td>
</tr>
<tr>
<td>Bike Parking</td>
<td>52%</td>
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<tr>
<td>Bike Facility Striping</td>
<td>52%</td>
</tr>
<tr>
<td>Lighting</td>
<td>48%</td>
</tr>
<tr>
<td>Ped Signals/Detection</td>
<td>48%</td>
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<tr>
<td>Middblock Crossing</td>
<td>43%</td>
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<tr>
<td>Bike Signals/Detection</td>
<td>39%</td>
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<tr>
<td>Traffic Calming</td>
<td>30%</td>
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<tr>
<td>Transit Info</td>
<td>22%</td>
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<tr>
<td>Transit Wayfinding</td>
<td>22%</td>
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<tr>
<td>Landscaping</td>
<td>22%</td>
</tr>
<tr>
<td>Street Furniture</td>
<td>13%</td>
</tr>
<tr>
<td>Public Art</td>
<td>9%</td>
</tr>
<tr>
<td>Bike Station</td>
<td>9%</td>
</tr>
<tr>
<td>Intersection Reconfiguration</td>
<td>4%</td>
</tr>
<tr>
<td>Intersection Reconfiguration</td>
<td>4%</td>
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</tbody>
</table>
Programmatic Picture

- Survey Categories with The Most Responses
  - Bike Facility Striping
  - Bike Parking
  - Crosswalk Improvements
  - Signage/Wayfinding

- Top TLCI Bicycle Recommendations
  - Multiuse Path
  - Bike Lanes
  - Bike Parking
  - Sharrows
  - Wayfinding and Signage

- Top TLCI Pedestrian Recommendations
  - Crosswalk Enhancements
  - Benches
  - Lighting
  - Street Trees and Landscaping

- Top TLCI Transit Recommendations
  - Transit Waiting Environment (TWE)
  - New Bus Route
  - New Station
  - Wayfinding and Signage
  - Transit Center
Budget

- Total budget for TLCI awards is set by Board
- Currently, $1 million per funding cycle
  - Up to $500,000 available for Implementation Grants
  - Grant recipients are responsible for 20 percent local funding match
- 3 Program Focus Areas for Grants
  - Bike and Pedestrian Safety
    - Includes striping, crosswalks, traffic calming devices, etc.
  - Street Furniture
    - Includes bike parking, benches, trees, etc.
  - Signing and Wayfinding
TLCI Implementation Grant Selection Process

- Preliminary project types based on:
  - Analysis of completed TLCI studies
  - Survey responses
  - Partner feedback

**Pedestrian & Bicycle Safety Countermeasures**
- restriping
- curb extension
- ladder crosswalk
- chicanes
- mini traffic circle
- raised crosswalk
- crossing island
- curb ramp
- Rectangular Rapid Flash Beacon
- bicycle signal
- pedestrian signals
- bike detection
- bike/ped counter

**Street Furniture**
- bike rack
- bike locker
- bike corral
- bench
- Transit Waiting Environment
- lighting (safety)

**Signing & Wayfinding**
- signed route
- signed/marked route
- marked route
- sign
Eligibility

- All local agencies in NOACA region
  - Legal authority to sponsor a federal-aid capital improvement (ORS Chapter 5501.03 (d))
- CDCs, non-profits and advocacy organizations must partner with eligible government entity with jurisdiction over proposed project
TLCI Implementation Grant Selection Process

- **Step 1: Identify Projects**
  - NOACA staff analysis of completed TLCI studies
  - Implementation Survey responses and analysis
  - Feedback from 3 workshops

- **Step 2: Develop Program**
  - Project identification and evaluation from applications
    - Will include proposed project information, cost, and verification of local match
  - NOACA staff and local partners work to develop projects (scopes, locations and costs)
  - NOACA staff will present recommended program of projects to Committees and Board

- **Step 3: Implementation**
  - After Board approval, grants will be made to implement projects
Implementation Grant Process

- Grant recipients are responsible for 20 percent local funding match
  - NOACA will cover up to 80 percent of eligible costs
- NOACA will assist in the procurement of items
- NOACA and local partners will work together to install or construct projects
- NOACA staff will inspect installations to assure compliance with federal and state law
<table>
<thead>
<tr>
<th>Date (s)</th>
<th>Milestone</th>
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<tbody>
<tr>
<td>March 4, 6 and 9, 2015</td>
<td>NOACA staff and local agency workshops to develop TLCI Implementation projects</td>
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<tr>
<td>March – April 2015</td>
<td>Open Period for Applications</td>
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<tr>
<td>April – May 2015</td>
<td>Program Development and Recommendations with Local Partners</td>
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<tr>
<td>May 15, 2015</td>
<td>Bicycle and Pedestrian Advisory Council discussion of Implementation Grant program</td>
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<tr>
<td>June 19, 2015</td>
<td>Transportation Subcommittee discussion of Implementation Grant program</td>
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<tr>
<td>July 10, 2015</td>
<td>Planning &amp; Programming Committee discussion of Implementation Grant program</td>
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<tr>
<td>September 11, 2015</td>
<td>Board awards TLCI projects</td>
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Questions?

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