



## TIGER Grant Recipients with a Bicycle or Pedestrian Component

24 of the 51 recipients mentioned bicycle or pedestrian facilities

(Source: <http://www.dot.gov/documents/finaltigergrantinfo.pdf>)

	City	State	Project Name	Total Cost	TIGER Funding	Description
1	Philadelphia, PA & Camden, NJ	PA & NJ	Philadelphia Area Pedestrian and Bicycle Network	\$54,800,000	\$23,000,000	The overall project will repair, reconstruct and improve 16.3 miles of pedestrian and bicycle facilities that will complete a 128-mile regional network in six counties around Philadelphia and Southern New Jersey. TIGER funds will be used to improve the primary commuter routes closest to downtown, in some of the communities hardest hit by the current economic downturn including Southwest Philadelphia and Camden, NJ. Non-motorized commuting options will connect residents in these areas to more prosperous communities that provide employment opportunities, including Philadelphia and Cherry Hill, NJ.
2	Indianapolis	IN	Indianapolis Bicycle and Pedestrian Network	\$62,500,000	\$20,500,000	The project will complete the eight-mile urban bicycle and pedestrian network in the heart of downtown Indianapolis. The network will connect the downtown districts of Mass Avenue, Indiana Avenue, the Canal Walk and White River State Park, the Wholesale District, and Fountain Square along with many other commercial and business destinations.
3	Dubuque	IA	Millwork District Multimodal Improvements	\$6,200,000	\$5,600,000	The project is a Complete Streets project, which will help create a vibrant environment for the people that live and work in the Historic Millwork District in downtown Dubuque. The objective of the Complete Streets project is to design streets that are attractive, convenient and safe for a broad range of users, including drivers, public transit, pedestrians, bicyclists, people without access to automobiles, children and people with disabilities.

4	Burlington	VT	Burlington Waterfront North Project	\$3,915,000	\$3,150,000	The project involves the rehabilitation, reconstruction and upgrading of a 1,355 foot section of Lake Street—the principal north-south access roadway servicing the downtown waterfront—and the realignment and improvement of a section of the Waterfront Bike path that traverses the project area. The area suffers from inadequate or non-existent transportation infrastructure, which restricts public access, creates significant safety concerns and limits economic development potential.
5	Revere	MA	Revere Transit Facility	\$122,585,262	\$20,000,000	The project will reconfigure acres of dilapidated and aging surface parking lots into a vertical multi-modal transit facility and plaza, linking automobiles, transit, pedestrians and bicyclists in a hospitable environment that encourages alternative transportation options. The project will also construct a multi-modal, pedestrian-focused streetscape along Ocean Avenue that connects local neighborhoods, the Revere Beach Reservation and transit. This will improve operations of Route 1A, especially bus, car and freight movements in and out of the Wonderland area.
6	Washington	DC, MD & VA	Priority Bus Transit in the National Capital Region	\$83,008,000	\$58,838,000	The project will provide more efficient bus service along 13 transit corridors in Maryland, Virginia and Washington, D.C., by investing in a bus transitway, bus-only lanes, transit signal priority, traffic signal management, real-time arrival technology and other enhancements. TIGER funds will be used to construct a new transit center at the intersection of University Boulevard and New Hampshire Avenue on the border of Montgomery and Prince George's Counties in Maryland which will consolidate scattered bus stops at a heavily used bus transfer point into one facility. TIGER funds will also provide station improvements (bus bays, real time bus information and other improvements) supporting bus priority on the I-95/395 corridor. TIGER funds will provide new bus bays, pedestrian walkways, a full canopy, restrooms, lighting and bus information.

7	Normal	IL	Normal Multimodal Transportation Center	\$47,400,000	\$22,000,000	The Normal Multimodal Transportation Center will create a centralized transportation hub connecting the town of Normal's aviation, rail, bus, automobile and pedestrian facilities. Normal is located in the heart of Illinois along a major rail corridor between Chicago and St. Louis, and at the intersection of three interstate highways(I-55, I-74 and I-39), resulting in high levels of intercity bus traffic. The planned Transportation Center is less than four miles from the Central Illinois Regional Airport, and the Center's location will strategically sit on the primary leg of a heavily used 26-plus-mile dedicated bicycle and pedestrian pathway connecting Normal with Bloomington. Several offsite roadway improvements incorporated into Normal's Uptown renewal plan will enhance livability in conjunction with the Multimodal Transportation Center.
8	Chicago	IL	CREATE Program Projects	\$162,000,000	\$100,000,000	The CREATE Program is a package of 78 projects that address freight rail congestion in the Chicago area--a nationally significant freight bottleneck adversely affecting the delivery of goods throughout the country. The program is the product of extensive outreach and planning among federal, state, local and private stakeholders. TIGER funds will be used to complete the highest priority projects in the CREATE Program. These include installing new traffic control systems; constructing a new rail bridge; and making other significant improvements to signals, switches, roadways, sidewalks, and other components.
9	Saint Paul	MN	Saint Paul Union Depot Multi-Modal Transit and Transportation Hub	\$237,500,000	\$35,000,000	The project will renovate the city's historic Union Depot and co-locate Amtrak, intercity bus carriers, local bus, light rail services, taxis, and bicycle accommodations. The depot is in the heart of downtown Saint Paul and its redevelopment presents an opportunity to promote economic growth and create a vibrant, multi-modal transportation center. The depot could provide future capacity for high-speed rail and other planned inter-city and light rail services.

10	Kansas City, MO & Kansas City, KS	MO & KS	Kansas City Transit Corridors & GreenImpact Zone Project	\$62,430,000	\$50,000,000	This project will improve infrastructure and replace the Troost Avenue Bridge over Brush Creek in the Green Impact Zone -a 150-block area in urban core of Kansas City, Missouri that has been devastated over the years by high rates of poverty, unemployment, crime, and high concentrations of vacant and abandoned properties. Local and regional leaders are targeting resources to this area in an effort to jump-start its economic recovery. The Green Impact Zone project will also provide better access to regional opportunities through expanded transit and pedestrian facilities. In Kansas City, Kansas, TIGER funds will be used to make investments in major transit corridors, including State Avenue and Metcalf Avenue/Shawnee Mission Parkway.
11	Port Huron	MI	Black River Bridge Replacement	\$78,610,975	\$30,000,000	TIGER funds will be used to construct a new Black River Bridge to replace the existing structure built in 1963. The bridge replacement is part of the integrated \$583 million Blue Water Bridge Plaza Expansion Project. The Blue Water Bridge connects Port Huron, Michigan with Canada. The overall project will expand the existing international border crossing plaza, improve the approaching I-94/I-69 corridors including some interchanges, relocate a city street, relocate an electrical substation and replace the International Welcome Center. The TIGER-funded portion of the project replaces the existing aging bridge over the Black River with a modern facility separating international and local traffic. Provides new transportation options by including a 14-foot wide bike/pedestrian crossing
12	Ames	IA	Ames Intermodal Facility	\$43,366,650	\$8,463,000	The project will construct an Intermodal Transportation Facility in Ames, which will link public and private transportation modes (public transit, intercity bus carriers, regional airport shuttle services, carpools/vanpools, taxis, bicycle commuters and pedestrians) for Ames and the Central Iowa region. Currently, the local transportation facilities are not connected and do not provide access to the private carrier services that are located more than two miles from public transit routes in an industrial area.

13	Milton, KY & Madison, IN	KY & IN	Milton-Madison Bridge Replacement	\$131,000,000	\$20,000,000	The project will replace the existing Milton-Madison Bridge (US 421) , constructed in 1929. The bridge provides a link between the communities of Milton, Kentucky and Madison, Indiana. The existing bridge is both structurally deficient and functionally obsolete by today's standards. An estimated 10,700 vehicles cross the bridge each day. The bicycle/pedestrian access provides connectivity to bike facilities on both sides of the river, further strengthening the ties of the two towns and providing for alternative forms of transportation.
14	Oglala & Pine Ridge	SD	Improvements to US-18	\$28,560,000	\$10,000,000	The project will reconstruct and surface a deteriorating 15.6 mile segment of US-18 in Oglala and Pine Ridge, SD.Shoulders with rumble strips will be constructed, and other measures will be taken to improve safety and diminish the high incidence of fatal road accidents. Additional improvements include adding sidewalks with lighting and improving access to transit.Curbs, gutters and storm sewers will also be constructed.
15	Kent	OH	Kent Central Gateway Multimodal Transit Facility	\$26,709,525	\$20,000,000	The project will construct a new bus transfer facility in downtown Kent with parking spaces to support planned development. The facility will include commercial space and bicycle storage to improve transit accessibility in Kent and linkages to Cleveland and Akron. The Transportation Authority's current bus transfer facility is in a parking lot on the Kent State University campus. Only Kent State University permit holders may park in this parking lot and automobile and bus traffic are not separated.
16	Tulsa	OK	I-244 Multimodal Bridge Replacement	\$86,720,000	\$49,480,000	The project replaces an existing facility which currently has poor sufficiency ratings, high maintenance costs and excessive lane closures due to maintenance activities. The reconstructed bridge —Tulsa's first multimodal crossing—will accommodate highway, high-speed intercity and commuter rail, and pedestrian and bicycle traffic.

17	Charleston	SC	U.S. 17 Septima Clark Parkway	\$146,300,000	\$10,000,000	The project would redesign and reconstruct the Septima Clark Parkway (US-17) to include a storm water runoff system that would quickly shunt water into the nearby river. The roadway will be redesigned to improve highway accessibility, traffic efficiency and safety for vehicular and pedestrian traffic. The project also includes the introduction of intelligent transportation systems for more efficient traffic flow. TIGER funds will be used for the priority road improvements associated with the overall storm water management project.
18	San Francisco	CA	Doyle Drive Replacement	\$1,045,000,000	\$46,000,000	TIGER funds will close the gap in a \$1.045 billion financing package for the replacement of Doyle Drive in San Francisco County. The project will help create the new Presidio Parkway, which includes construction of a high-viaduct structure between the Park Presidio Interchange and San Francisco National Cemetery, maintenance of existing parking and improvements in pedestrian access. The project will improve an important commuter route for both highway and transit riders in an environmentally enhanced way and within the existing footprint.
19	Spokane	WA	US 395 North Spokane Corridor –Francis Ave. to Farwell Rd. Southbound	\$35,000,000	\$35,000,000	The project will build 3.7 miles of southbound US-395 from Francis Avenue to Farwell Road in Spokane County to complement the existing northbound lanes. The northbound lanes are currently being used in a limited fashion for both north and southbound traffic. The build-out of the southbound lanes will divert traffic onto this facility, which will alleviate traffic on local roads. The full project, once complete, will provide a necessary link between I-90 on the south end and existing US-2 and US-395 on the north end. Includes a parallel pedestrian/bike path, park-and-ride lots and preservation of right-of-way for high capacity public transportation
20	Seattle	WA	Mercer Corridor Redevelopment	\$221,400,000	\$30,000,000	The project involves the reconstruction and realignment of the main roadway through the growing biotechnology hub in South Lake Union, connecting a number of urban centers to I-5 in Seattle. The project will build multi-modal improvements along Mercer and Valley Streets, including widening Mercer to create a two-way boulevard, reconstructing Valley Street as a local access street, providing new and wider sidewalks, improving connections to transit and adding bicycle lanes.

21	Portland	OR	Portland's Innovation Quadrant—SW Moody Street & Streetcar Reconstruction	\$66,532,551	\$23,203,988	TIGER funds will be used to reconstruct SW Moody Avenue in the South Waterfront area. The project will elevate the roadway by 14 feet to cap contaminated soils. It will include three traffic lanes, dual streetcar tracks and pedestrian and bicycle facilities. The project will introduce infrastructure investment to support future development.
22	Denver	CO	U.S. 36 Managed Lanes/Bus Rapid Transit	\$160,000,000 to \$260,000,000	\$10,000,000, with optional innovative financing enhancements to support a direct loan for up to one-third of the project costs	TIGER funds will be used to create the Managed Lanes/Bus Rapid Transit Project on a portion of U.S. 36 from Boulder to Denver. The project includes one managed lane in each direction on US-36; bus rapid transit operations for the corridor; a commuter bikeway; and an intelligent transportation system for toll collection and incident management. U.S. 36 is the only direct highway connection between Boulder and Denver and use of the corridor continues to expand rapidly with the area's continued growth. The highway currently carries between 80,000 and 100,000 vehicles daily, operating at close to 90 percent capacity. The project sponsor for the US-36 Managed Lanes/Bus Rapid Transit project will also have the opportunity to work with the USDOT on an innovative financing approach, which would include a direct loan for the project through the USDOT's Transportation Infrastructure Finance and Innovation Act credit assistance program.
23	Lake County	MT	Lake County Transportation Connectivity Project	\$16,262,070	\$12,000,000	The Lake County Transportation Connectivity Project will upgrade city and county streets and roads, including Skyline Drive in the Polson area, and help further local efforts to provide safe routes between and within communities for pedestrians and cyclists as they travel to work and school and for other purposes. The project includes road paving and construction that will provide better connectivity throughout the Mission Valley portion of Lake County, in Northwest Montana. The project encompasses approximately 30 miles of the 70 mile length of Lake County that lies along US Highway 93. Lake County is a rural area that overlays most of the Flathead Indian Reservation.

24	Whitefish	MT	US-93/2nd Street Improvements	\$3,500,000	\$3,500,000	The project consists of improvements to US-93/2ndStreet in downtown Whitefish. Key elements include a modern, coordinated traffic signal system, the addition of left turn lanes, ADA-compliant crosswalks and angled parking. The project will also do a curb-to-curb reconstruction of the roadway, during which the city will upgrade sewer and water lines.
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