

Walking and Biking System Completeness

Percent of miles of ODOT priority pedestrian and bicycle corridors in fair or better condition and percent of miles of ODOT priority pedestrian and bicycle corridors that meet target crossing spacing.

Our strategy

Achieving ODOT’s mission of providing “a safe and reliable multimodal transportation system that connects people and helps Oregon’s communities and economy thrive” requires a complete network of multimodal facilities. For walking, biking, and transit to be attractive transportation options that help Oregon meet its climate goals, Oregonians need sidewalks and bikeways that connect to transit stops and destinations along priority urban corridors.

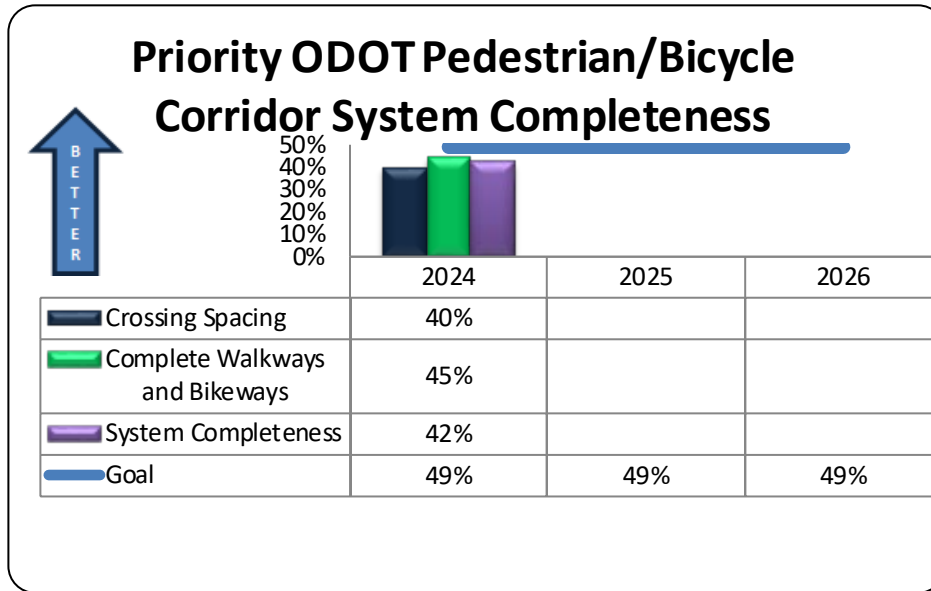
To serve people of all ages and abilities, those sidewalks and bikeways must not have gaps or areas in poor condition that are impassible by individuals with disabilities or families with strollers. Priority corridors should also provide regular marked crossing opportunities to improve safety, connectivity, and prevent state highways from acting as a barrier in the local walking and biking network. Oregon law (ORS 366.514) requires that walkways and bikeways are provided when roads are

bikeways. Marginalized communities tend to have more missing or substandard walking and biking facilities, contributing to higher than average pedestrian injury and fatality rates in these areas. This performance measure reports progress in providing complete walking and biking facilities on priority corridors on the state system.

About the target

This target addresses the percentage of priority corridor mileage that have:

- Sidewalks and bikeways in “fair” or better condition, and
- Marked crosswalks every 750 feet (on average).



constructed or reconstructed, and mandates that at least one percent of the state highway fund is used for walking and biking facilities. However, 55 percent of Oregon urban highway miles have missing or substandard walkways and

Fact

With today’s funding it will take over 150 years to complete the biking and walking system along ODOT’s roadways.

Walkways and bikeways, cont.

“System completeness” is an index measure based equally on these two characteristics. “Priority corridors” are the top scoring urban highway corridors based on the 2020 ODOT Active Transportation Needs Inventory (ATNI), in addition to ODOT Region recommendations. The ATNI ranks highway segments based on multiple criteria, including crash history, crash risk, access to transit, essential destinations, social equity, and existing facilities. Priority corridors include 134 miles of ODOT’s state highway system.

Walkways must be present, five feet or more in width, and in fair or better physical condition. Bikeways are defined as: 1) a marked and striped bike lane five or more feet in width, 2) a paved shoulder five feet or more in width, 3) a travel lane shared by people biking and people driving where the posted speed is 25 MPH or less, or 4) a multi-use path within the highway right-of-way. Marked crosswalks, at a minimum, are needed for safe crossing of urban highways at an average spacing of 750 feet (e.g., the mean spacing recommended for urban highway contexts in ODOT’s Blueprint for Urban Design).

Factors affecting results

The 2006 Oregon Transportation Plan set a goal of completing 100 percent of urban highway sidewalks and bikeways by 2030.

ODOT made minimal progress toward this goal due to inadequate funding and urban growth. In 2023, this KPM was revised to focus investment on priority corridors and incorporate crossing spacing.

Each year, ODOT builds new and enhances existing bicycle and pedestrian facilities. Through the Sidewalk Improvement Program (SWIP) and Pedestrian and Bicycle Strategic program (PBS), ODOT dedicated \$80.5 million to improve safety and access for walking and biking on and along ODOT highways in the 2024-2027 Statewide Transportation Improvement Program (STIP). ODOT’s All Roads Transportation Safety (ARTS) and Fix-It programs will also fund improvements to walking and biking facilities on priority corridors.

How we are doing and how we compare nationally

ODOT has made strategic investments in walking and biking improvements on both the state and local system where ODOT and Oregon communities have identified the greatest need. Examples of recent projects include improvements to sidewalks and bike lanes on OR 99W between I-5 and McDonald St. in Tigard, and new bike lanes and overhead signage on OR 99E from Market St. to Union St. in Salem. In addition, ODOT collaborates with local governments to provide technical assistance to ensure local systems are walkable and bikeable. Oregon

has ranked second since 2019 in the Bicycle Friendly State Ranking by the League of American Bicyclists.

Next steps to reach our goals

ODOT completed a statewide ATNI in 2021 and is using this data-based management system to focus investments in the highest need areas, with a focus on transportation disadvantaged and high-crash risk areas. In 2022, the Oregon Transportation Commission made a \$55 million one-time investment for Safe Routes to School and other pedestrian and bicycle projects on ODOT right-of-way.

About the data

This key performance measure was revised in 2023 to focus on priority corridors and incorporate crossing spacing. The inventory is updated annually, based on construction contract review and highway digital video logs.

Contact information

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Data source

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