



## Pedestrians and Bicycles

### Oregon's landmark "bike bill"

- The Oregon Legislature passed the "Bike Bill" (ORS 366.514) in 1971.
- This law requires ODOT, cities and counties to spend reasonable amounts (a minimum of one percent) of their share of the state Highway Fund on walkways and bikeways.
- This law also requires ODOT, cities and counties to include walkways and bikeways as part of road construction projects, with three exceptions: where there is no need, where the cost is too high in proportion to need, or where it would be unsafe.
- ODOT provides technical assistance, and in some cases, financial support, to local governments for walkways and bikeways.

### Sidewalks and bike lanes

- On rural highways, paved highway shoulders provide a place for walking and bicycling.
- In urban areas, bike lanes and sidewalks are provided.
- In urban areas, sidewalks, crosswalks, signals and safety islands help pedestrians walk along and cross streets.
- Many state highways pass through cities, where services are concentrated in a core area; bike lanes and walkways encourage walking and bicycling instead of driving.

### When a highway is "Main Street"

- Throughout Oregon, the main street through town is often a state highway, accommodating truck, car, bicycle and pedestrian traffic.
- ODOT collaborates with cities on streetscape projects, adding features such as curb extensions, wider sidewalks and landscaping to support business vitality.



*The 10th annual Providence Bridge Pedal and Stride attracted more than 18,000 bicyclists and nearly 2,000 walkers. More than 75 ODOT maintenance workers provided traffic control.*