Safety:
Livability and Access

Report to the
Rebuilding Our Transportation Vision Workgroup

October 2026

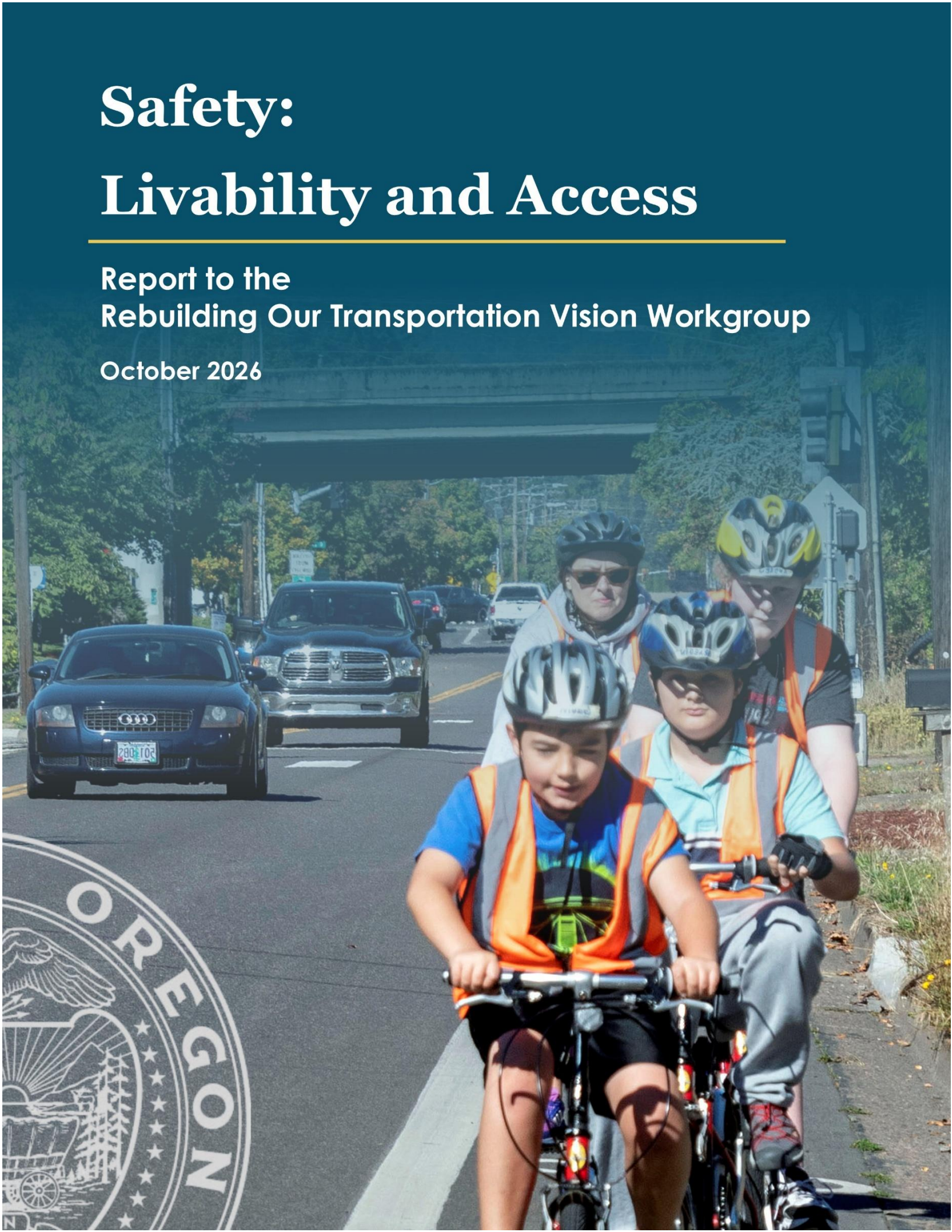


Table of Contents

03 Oregon's Multimodal Transportation System Today

06 Funding and Programs

12 Oregon's Multimodal System Tomorrow

Scenario 1

15 Additional Funding Needs

Scenario 2

Scenario 3

21 Policies, Regulations and Other Efficiencies

22 Overall Recommendations

23 Subgroup Members

A multimodal transportation system enables people of all ages and abilities to get around.

Everyone in Oregon walks, traveling by foot or mobility device, to get from their car to the store or to work, from home to a transit stop, or by walking the entire way. Safe places to walk and bike are essential not only for those who cannot or choose not to drive, but also because walkways and bikeways give everyone an affordable, accessible way to get where they need to go. Biking and walking infrastructure also promote healthier communities by making physical activity easier and safer, while easing congestion and pollution. Gaps in the system exist, preventing kids from safely accessing education and making it challenging for people to safely access key destinations. More funding is needed to close gaps and address critical issues.

Oregon's Multimodal Transportation System Today

Despite having been an early leader in multimodal transportation, Oregon's multimodal system is incomplete.

Oregon passed the nation's first Complete Streets legislation in 1971. The Bicycle and Pedestrian Bill requires government road agencies to add walkways and bikeways when they build or substantially change a road and to spend at least 1% of State Highway Funds (SHF) on bicycle and pedestrian facilities.

Despite that early start, Oregon lacks sufficient resources to keep streets safe for people walking, using mobility devices or riding bicycles. Significant gaps remain in both state and local systems, creating unsafe conditions. On the state system, 43% of Oregon

Problem Statement

Crashes harming people walking and biking have increased.

Unsafe biking and walking conditions exist due to gaps in sidewalks, bikeways and crossings. These gaps also impact people's opportunities to use these modes and get to critical destinations such as schools, transit stops, downtowns, jobs and shopping.

Having safe and convenient ways to get around by foot or bike is essential in supporting affordable transportation, economic development and helping to achieve Oregon's climate goals.

Department of Transportation's (ODOT) pedestrian and bicycle priority corridors are missing adequate bikeways, walkways and marked crossings.[i]

ODOT, like many cities, identifies the highest-priority biking and walking needs based on access to essential destinations, safety, equity and other factors. System gaps limit access to essential destinations for one in three Oregonians cannot drive because of age, affordability, ability or access to a vehicle.[ii]

Getting Around Oregon is Unsafe

Crashes harming people walking and biking have been increasing.

More people walking and biking died or were seriously injured in 2024 compared with the 2019-23 average, 15% and 18% respectively.[iii]

In the Portland metropolitan area, fatal and serious pedestrian injuries increased by more than 27% from 2020-24.[iv] This trend is similar in other cities, including many small cities with an intersecting state highway, such as Coos Bay, Lincoln City, Sisters and La Grande.[v]

Intersections make up a small portion of roadway miles but are particularly dangerous for people walking and biking given the exposure to vehicles.

Investments in Safer Walkways and Bikeways are Desired

Oregonians want safer places to walk and bike.

In the 2025 Oregon Transportation Needs and Issues survey:

- 88% of respondents indicated that they think it is very or somewhat important to spend money on adding sidewalks or bike lanes to existing streets.
- 36% indicated they would walk more if sidewalk gaps were filled and better lighting and crosswalks were added. They also said they would bike more if bike lanes were added and there was greater separation from traffic.[vi]



Figure 1 – A person on a bike navigates a construction area. *Photo by Oregon Department of Transportation*

Benefits of a System Built for Everyone

A multimodal transportation system benefits all Oregonians because it makes travel easier, safer, more affordable and more convenient for everyone. Benefits include:

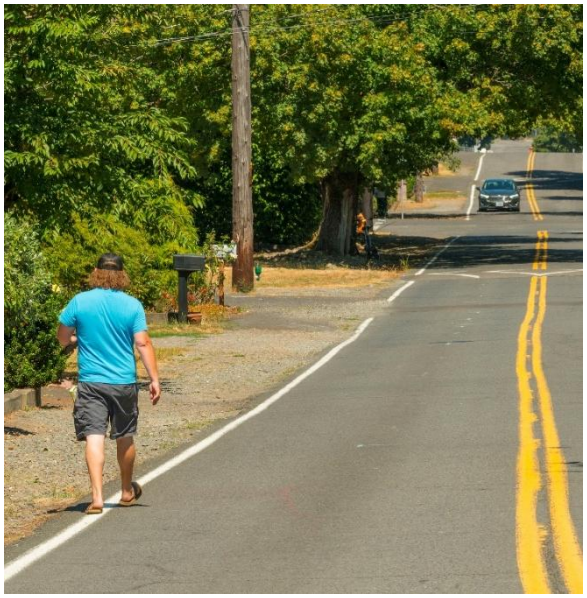


Figure 2 – For many people walking around the state, there are few safe options, even to get to a neighbor's house. *Photo by Oregon Department of Transportation*

- **Household savings.** Transportation is usually the second-highest household expense after housing because of the high cost of car ownership.[vii] National research has found that car ownership averages about $13,000 each year.[viii] By contrast, walking is free and the annual cost of operating a bicycle is, on average, just a few hundred dollars.[ix] A multimodal transportation system helps households spend a lower percentage of their income on transportation by providing low- and no-cost travel options.
- **Less time wasted in traffic.** As fewer Oregonians rely on cars for more trips, congestion eases and travel reliability increases.[x] Lower personal vehicle travel also frees up capacity for freight and other commercial travel that is important to the economy.
- **A stronger economy.** Bicycle-related tourism contributes $400 million to Oregon's economy annually and directly generates 4,600 jobs.[xi] Travelers participating in biking activities spend about 20% more than the average traveler.
- **A healthier public.** Walking and biking to a destination can help maintain health and decrease risk for chronic health conditions including high blood pressure, high cholesterol, diabetes, cancer, obesity, arthritis and depression.[xii]
- **Greater choice.** Because half of all trips, including all modes, are less than 2.5 miles,[xiii] a multimodal transportation system empowers Oregonians to choose a travel mode that meets the needs of their life, whether that prioritizes health, convenience, livability, or safety.
- **Cleaner air and quieter communities.** Shifting from driving to no- or low-emission modes like biking, walking or rolling is key to reducing greenhouse gas emissions and noise pollution from transportation.[xiv]
- **Higher property values.** Proximity to a network of high-quality bike facilities such as protected bike lanes, buffered bike lanes, bike boulevards and off-road paths is associated with an increase in property values.[xv]

Funding and Programs

Oregon's multimodal funding consists of a patchwork quilt of federal and state sources, stitched together over time to address very specific and unique needs.

All are needed to ensure that:

- Kids can get safely to school (Safe Routes to School Construction and Education).
- The safest routes are built to separate people walking and biking from traffic (Oregon Community Paths).
- On-road gaps are addressed (1% State Highway Fund).
- That main streets and key corridors function better for active transportation and improve community livability (Great Streets).

In 2026, some of these state-funded programs were redirected to fill gaps in roadway maintenance funding. These redirections resulted in less money to address critical gaps and safety needs in Oregon's active transportation network, slowing overall progress.

Great Streets

Great Streets is a funding program that addresses multiple needs within a single project to create more complete streets on ODOT's state highway system.

It is designed to improve outcomes including safety, equity, climate and more. The program focuses on state highways that operate as main streets with shops, businesses and other services that people need to be able to safely access.

An individual project may fill a sidewalk gap, make crossing and intersection improvements, add drainage to better withstand extreme weather and address critical safety needs all in one project.



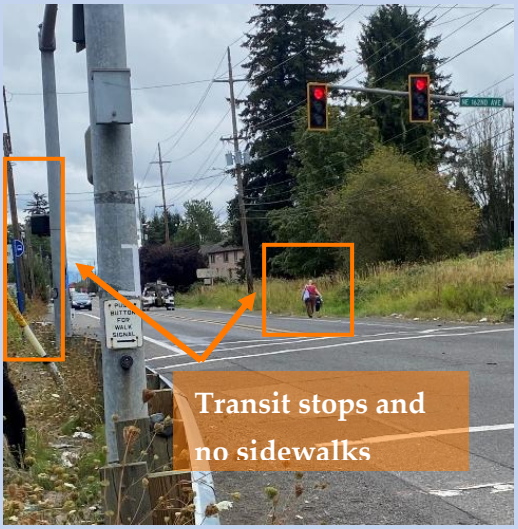
Great Streets 2027-30 Project Highlight

With approximately $15 million in funding, sidewalk infill and enhanced crossings (RRFBs) will be constructed along a stretch of OR 99E between Milwaukie and Oregon City, that is currently unsafe and inaccessible.
Photo by Oregon Department of Transportation

The Oregon Transportation Commission created the program using ODOT's share of flexible federal Surface Transportation Block Grant funds.

The 2024–2027 Statewide Transportation Improvement Program (STIP) allocated $51 million to Great Streets and the 2027–2030 STIP allocated $70 million.

- The program no longer has a specific set-aside, but Great Streets now guides ODOT's investments within the 10-year Capital Investment Plan (CIP) by using data to target specific outcomes and the highest overlapping needs.
- The flexible funds in the CIP directs about $50 million per year from 2031 through 2037, or $150 million every three years—to Great Streets-like projects.
- The CIP gives the greatest weight to safety investments and multimodal projects compete well when they demonstrate benefits for safety, access, connectivity, climate and equity.



Unfunded Great Streets Project

The US 30 bypass near NE Sandy in Portland has experienced three pedestrian fatalities and 20 crashes harming people walking and biking since 2019. Approximately $30-50 million is needed for improvements on this corridor. Due to lack of funding, this project was not in the 2027-30 STIP. *Photo by Oregon Department of Transportation*

The CIP shows that the demand for this type of flexible multimodal funding is extremely high. As part of the CIP process, ODOT Area Commissions on Transportation (ACTs) were asked to nominate up to five project concepts. The ACTs, which are comprised of local elected officials and community members, were asked to review data and identify their highest priority needs. It was challenging for each to narrow down to their top five unmet needs. The ACTs put forward 29 Great Streets-like project concepts, totaling $1.1 billion in requested funding. Of these, ODOT was only able to select eight (28%), estimated to run as much as $480 million.

Oregon Community Paths

The Oregon Community Paths (OCP) Program supports the planning, design and construction of off-road paths that provide safe walking and biking connections between and within communities.

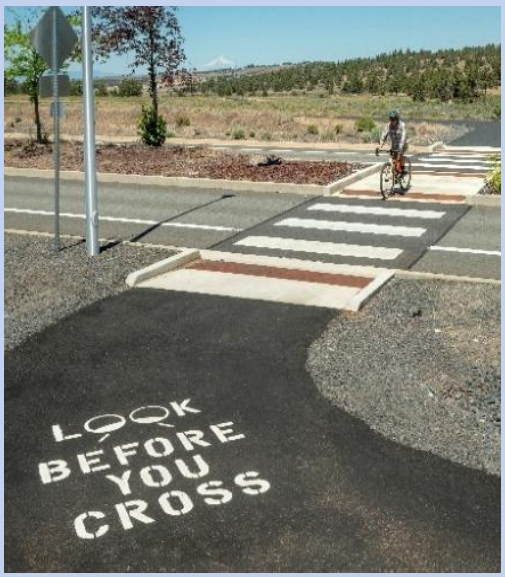
The program is funded with a combination of federal Transportation Alternatives (TA) Set-Aside Program funding, which must be dedicated to active transportation investments, and state dollars from the Multimodal Active Transportation (MAT) fund. The MAT fund includes 7% of Vehicle Privilege Tax revenue and the Bicycle Excise Tax revenue, bringing in between $1.8 and $2.4 million annually.

State funds can support off-road biking and walking investments for state, regional, local and Tribal entities, via a competitive application process.

This is a rare funding source for local communities to build off-road paths because these projects are not eligible for State Highway Funds.

Over the course of three award cycles, the program has funded:

- 62 projects for a total investment of $94 million, including:
  - 35 construction projects.
  - 27 project development grants.



Oregon Community Paths (OCP) Project Highlight

The Juniper Hills to Madras East Trails Shared-Use Connection Project created a safe bicycle and pedestrian connection between Juniper Hills Park and Madras East Trail System. Previously, no pedestrian facilities existed along the roadway connecting these two areas, creating an unsafe and dangerous environment for people walking and biking. *Photo by Oregon Department of Transportation.*

Demand for funding consistently outweighs funding availability by about two to one. Off-road paths are the safest investments available for pedestrians and cyclists since they are entirely separated from vehicles.

Example investments include the connection of two major trail systems in Madras and the Confederated Tribes of the Umatilla Indian Reservation off-road pedestrian path adjacent to a high-speed roadway.

Safe Routes to School

ODOT designed its Safe Routes to School (SRTS) program to improve quality of life for children and communities by helping students walk and roll safely to school.

By funding construction and education, ODOT encourages a safe system approach to creating options for getting children to school safely.

- **Education programs use outreach and engagement** to build awareness, teach safe use of walking and biking routes and promote safe operation of bicycles, scooters and similar devices.
- **Construction programs create safe walking and biking routes** by funding marked crossings, sidewalks and bike lanes, flashing beacons and other proven safety countermeasures.

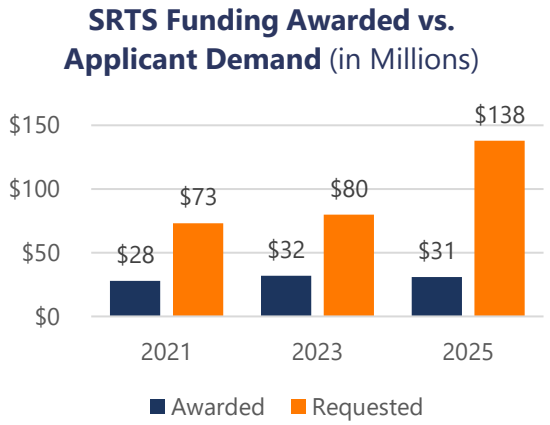


Figure 3 – Safe Routes to School (SRTS) funding requests far outweigh the available funds. The program is consistently oversubscribed by a ratio of at least 2.5-to-1 in every cycle, with even higher demand in 2025, when the ratio reached 4.5-to-1.

Education Program

Federal funds fully support the SRTS Education program at approximately $4 million per three-year STIP cycle, or $1.3 million annually. The program allocates half of that funding to competitive grants and half to technical assistance for communities statewide.

Every two years, ODOT awards competitive grants for walking, riding and rolling safety training, encouragement events and coordination that improves travel safety at and around schools. The program awards an average of 12 grants per cycle.

Construction Program

State funds fully support the SRTS Construction program. House Bill (HB) 2017 established the program in 2017 at $10 million annually and the State Highway Fund now provides $15 million annually before Oregon allocates the fund among ODOT, counties and cities. The program supports three project types:

1. **Competitive awards** fund construction projects that improve children's ability to walk and bicycle to school.
2. **Rapid Response funding** supports projects where a crash involving a person walking or biking occurred within the preceding 24 months or an urgent opportunity arises.

3. **Project Identification funding** gives agencies access to professional consulting support so they can develop SRTS plans and identify key infrastructure upgrades before seeking construction funding.

Since 2019, SRTS Construction has awarded more than $113 million in state funds to 132 construction projects, averaging 16 projects per year. In the last three solicitation cycles, an average of 68% of funds have been awarded to cities, providing a critical source of funding for local jurisdictions.

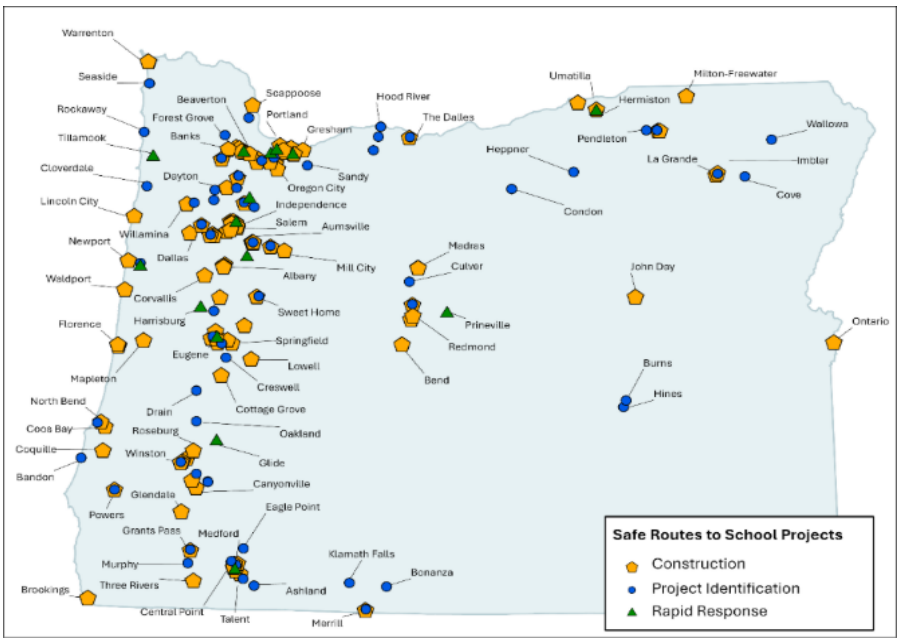


Figure 4 – Safe Routes to School (SRTS) Construction Program Projects (2019-25)

Of Oregon's 1,300 public schools, approximately 9% have had an SRTS Construction project funded within half a mile during that period. The program is consistently oversubscribed by at least 2.5 to 1 every cycle, with even higher demand in 2025 (4.5 to 1).

In 2026, the Oregon Legislature redirected $17 million from SRTS (SB 1601) to cover shortfalls in operation and maintenance funding, wiping out 2026 dollars and $2 million of 2027 dollars.

Americans with Disabilities Act

Unique to ODOT, a fair amount of Surface Transportation Block Grant Program funding has been going to support Americans with Disabilities Act (ADA) compliance.

ODOT's ADA program focuses on ensuring curb ramps conform to ADA standards. These investments ensure that all users, especially those using mobility devices, can access sidewalks. While these investments improve access, they do not improve connectivity—gaps are not filled and routes are not made safer. The funding for the ADA program is one-time, with an anticipated conclusion in 2032.

Other Funding

The only noncompetitive funding dedicated to biking and walking comes from the requirement to spend at least 1% of State Highway Fund allocations on those modes.

Oregon statute, ORS 366.215, requires each jurisdiction—ODOT, counties and cities— to spend 'reasonable amounts' to provide bikeways and walkways and no less than 1% of the State Highway Fund. ODOT accounts for this amount by listing the 1% active transportation allocation as a line item in the STIP. Counties and cities often do not set aside their 1% separately; instead, they expect to meet the target through expenditures.

- Annual amounts are about $8 million for ODOT, $4.8 million for counties and $3.2 million for cities.
- With ODOT's amount, the agency funds about 12 biking and walking projects per year, including sidewalk infill, new or upgraded bicycle lanes and enhanced crossings.

Funding Challenges

State funding sources typically provide most of Oregon's multimodal funding, about 75%, while federal sources provide the remaining 25%.

Because of operation and maintenance funding shortfalls, the Oregon Legislature redirected $17 million from SRTS Construction and $8 million from OCP in 2026. These redirections eliminated funding for the 2026 competitive grant cycles and will increase demand when the next solicitations occur.

Federal funding for multimodal programs has generally remained consistent, but shifting federal priorities make its future uncertain.

Demand already far exceeds the funding available for critical multimodal needs. Without additional funding, Oregon will leave safety needs unaddressed, limit accessibility and curtail community livability.

Existing Revenue Sources

Table 1 – Current state funding sources, what each pays for and the average amount/percentage taken in.

Source	Program Funded	Amount or Percentage
State Highway Fund	SRTS Construction	$15 million per year
State Highway Fund	ODOT Ped/Bike	1% of ODOT's portion
Bicycle Excise Tax	OCP	100%
Vehicle Privilege Tax	OCP	7%

Oregon's Multimodal System Tomorrow

Scenario 1: No Additional Funding

State and federal multimodal funding sources are expected to remain flat. As inflation and construction costs rise, Oregon will complete fewer multimodal improvements over the next 10 years.

For example, ODOT has awarded an annual average of 16 Safe Routes to School (SRTS) Construction projects to date, but current funding levels will reduce that average to about 12 projects per year by 2037. Insufficient investment in walkways and bikeways means many sOregonians will not walk or bike to their destinations unless they have no other travel option. State, regional and local network gaps will remain, putting vulnerable users at risk. **Between 2020 and 2024, ODOT recorded 809 bicycle- and pedestrian-related crashes involving youth ages 1–17. Of these crashes, 577, or 71%, occurred within one-half mile of a school.**

SRTS Construction projects have reduced crashes near schools. The program funds proven safety countermeasures, including:

- Rectangular rapid flashing beacons, which reduce crashes by 10%–56%.
- Crossings, which reduce crashes by 30%.
- Sidewalks, which reduce crashes by 20%.
- Bike lanes, which reduce crashes by up to 53%.[xvi]



Safe Routes to School (SRTS) Project Highlight

The City of St. Helens reported 10 crashes at the intersection of Columbia Blvd. and Gable Rd. near McBride Elementary prior to 2019, half of which caused injuries. SRTS Construction funding was used to construct sidewalks and marked crossings where none existed previously. Since project completion, no crashes have occurred at this site according to Oregon's Crash Data Viewer. *Photo by Oregon Department of Transportation*

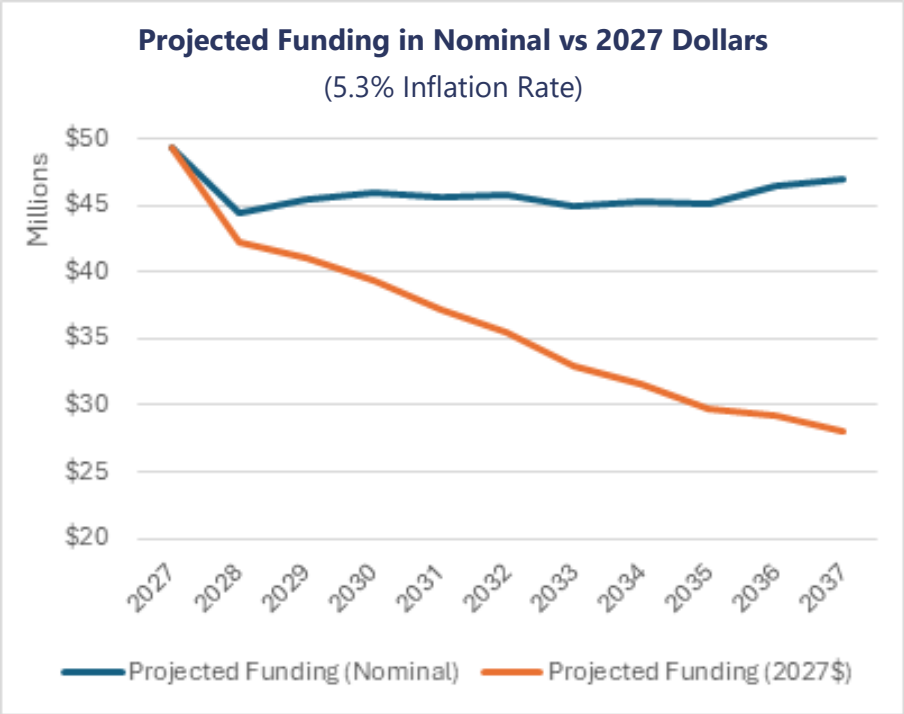


Figure 5 – Projected funding includes SRTS Construction funding, SRTS Education funding, Oregon Community Paths (OCP) TAP and MAT funds and 1% of State Highway Funds for dedicated bicycle and pedestrian investments.

While crash reduction estimates are projections of benefits, before-and-after studies have confirmed results after construction. **At the exact location of investment, areas with a crash history have been shown to experience zero reported crashes after project completion, a 100% reduction.** In addition to improving safety at the exact project location, **completed SRTS projects within half a mile of a school have resulted in an overall 25% reduction in pedestrian and bike injury crashes**, on average, since project completion. This means the overall safety of the area is improved by investments within the vicinity. **For every $1 million invested near schools, an estimated two-and-a-half bicycle and pedestrian injuries were prevented, resulting in $3.7 million in medical and economic costs savings.**

While safety is a key outcome for the program, SRTS investments are not only made at locations that have a history of crashes. SRTS also proactively invests in locations where no one currently walks or bikes because the lack of adequate infrastructure presents a significant barrier. By investing in sidewalks, crossings and other safety measures, SRTS projects help create access so residents feel that walking or biking to school is an option.

Declining Funds Affect Everyone

To date, SRTS Construction projects have reached approximately 113 of Oregon's 1,300 schools, or 9%. Oregon will slow its investment in safe routes and unsafe areas will continue to endanger people—especially children—who walk or bike. The same funding limits affect the other multimodal programs described above.

Oregon will build fewer off-road paths, even though complete separation from vehicles makes these facilities the safest option for people walking and biking. Oregon will also take much longer to complete the priority multimodal network.

Without dedicated funding for a comprehensive multimodal program such as Great Streets, projects that address overlapping needs will remain unfunded. Oregon aims to eliminate deaths and life-changing injuries on its transportation system by 2035[xvii] and reduce per capita vehicle miles traveled by 20% by 2050. [xviii]

Without enough funding to build a complete and safe multimodal network, Oregon will not meet either target.



Figure 6 – Oregon's cities depend on safe sidewalks and crosswalks to create vibrant business districts. *Photo by Oregon Department of Transportation*

Additional Funding Needs

To keep pace with, at a minimum, today's level of investment, additional funding is needed.

Two scenarios were developed for consideration. Scenario 2 modestly increases funding for Safe Routes to School (SRTS) construction while keeping pace with inflation for other multimodal programs. Scenario 3 aims to further narrow the gap between the demand for and availability of SRTS construction funding and establishes new, stand-alone funding for the Great Streets program while modestly increasing the rate of investment in other programs.

More funding means more lives saved and crashes avoided and more livable communities where people have options for how to travel. The chart below shows how the percentage of walking and biking injuries near schools decreases as SRTS funding increases.

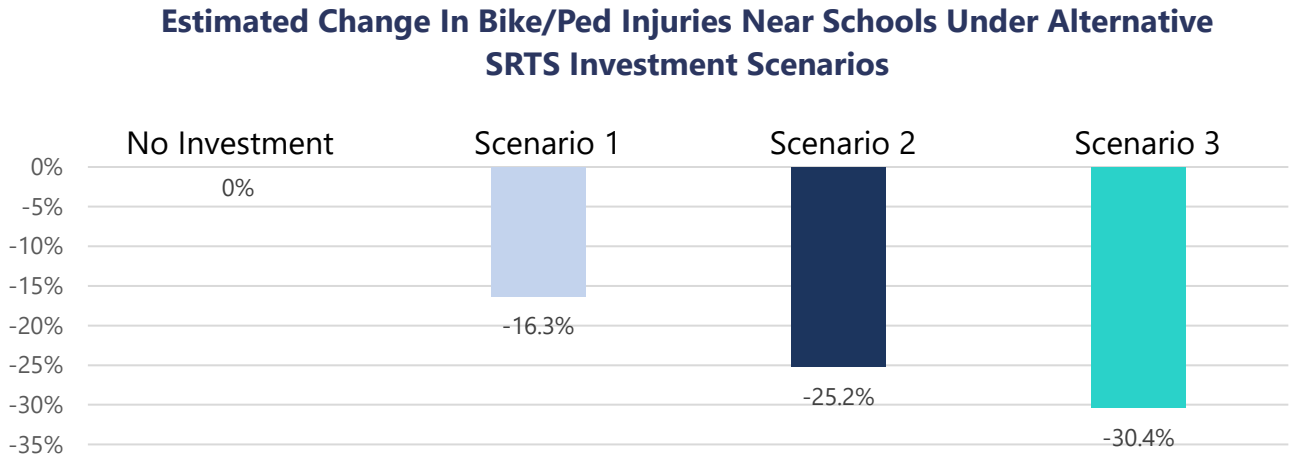


Figure 7 – The percentage of bike and pedestrian injuries near schools decreases as funding increases based on statistically modeled estimates.

A statistical model was used to estimate how bicycle and pedestrian injuries near schools might change under different investment and travel scenarios. The analysis combined ODOT crash data, school locations, ODOT SRTS investment records, population data and vehicle miles traveled (VMT) to measure bicycle and pedestrian injury changes near Oregon schools over time. Factors such as SRTS investment levels and vehicle miles traveled (VMT) were varied while holding other conditions constant, allowing staff to compare each scenario on an equivalent basis. The results show the expected change in injuries under each scenario relative to current conditions, rather than predicting exactly how many injuries will occur.

Scenario 2: Sustain Core Services

Modestly increase SRTS Construction funding (20%), while keeping pace with inflation for multimodal programs (3.5%-5.3%).

This funding scenario prioritizes additional funding for the SRTS Construction Program with a modest 20% increase ($3 million more annually) while accounting for inflationary pressures over the next 10 years for all multimodal programs.

1. An annual inflation rate of 5.3% is used for infrastructure programs (OCP and SRTS Construction).
   - OCP is funded with both federal and state Multimodal Active Transportation (MAT) funds. In this scenario, inflation is only applied to state funding.
2. An annual inflation rate of 3.5% is used for SRTS Education, which is focused on behavior change.
   - This program does not currently receive any state funding, so to keep pace with inflation a state fund source would be needed.

Though there is a demonstrated demand for additional funding for Great Streets, it is not included in this scenario.

Table 2 – Funding Details for Scenario 2

Program	Projected Funding (Annual Average 2028-37)	Additional Funding Needed (Annual Average 2028-37)	Total Funding (Annual Average 2028-37)
Oregon Community Paths (TA+MAT)	$12.8 million	$980 thousand	$13.8 million
SRTS Construction	$15 million	$9.2 million	$24.2 million
SRTS Education	$1.3 million	$290 thousand	$1.6 million
TOTAL	$29.1 million	$10.5 million	$39.6 million

Objective

- Increase the investment in multimodal infrastructure to **make improvements in safety and accessibility throughout the state** and come closer to meeting local demand for funding with a **focus on areas near schools**.
- Hold state investment levels steady, by **keeping pace with inflation** for OCP and SRTS Education.

Outcome

- The average annual number of **SRTS Construction projects would increase to about 20,** up from about 16 today, allowing the state to make slightly faster progress in filling gaps near schools. **This would fund about 200 projects over the next 10 years, covering about 15% of Oregon's public schools.**
- The increase in SRTS Construction funding would result in an estimated **25% fewer pedestrian and bicycle crashes** within half of mile of schools; compared to the scenario in which funding does not keep pace with inflation. Crash reductions may reach up to 100% at the exact location of investment.
- The number of state-funded **OCP projects would remain steady at about seven to eight projects per cycle,** maintaining the only source of state funding for off-road paths.
- The number of **SRTS Education projects would also remain steady at about 12 projects per cycle,** which would be important since education programming is complementary to infrastructure investments.

In this scenario, overall safety and accessibility would modestly increase, but significant gaps in the network would remain.

Revenue Need

An annual average of $10.5 million in additional state funding is needed over the next 10 years to fund these investments. *(Note: Due to annual inflationary pressures, more funding will be needed in 2037 than in 2028, but this figure is the average amount needed over the 10-year period.)*

Scenario 3: Critical Investments

Prioritize narrowing the gap between demand and availability of funding while keeping pace with inflation. This funding scenario prioritizes:

1. Increasing funding for the SRTS Construction program by 50%.
   - This program is oversubscribed by a ratio of at least 2.5-to-1 in every cycle, although the ratio was even higher in the most recent solicitation. This number accounts only for entities that have the capacity to submit a funding application, so demand is likely much higher.
2. Increasing funding for OCP and SRTS Education by 20%.
   - The same inflation rates are used as in Scenario 2 and inflation is only applied to state MAT funding for OCP. SRTS Education currently does not receive any state funding, so a state funding source would be needed.
3. Increase funding for the Great Streets program by 20%.

Table 3 – Funding Details for the Great Streets in Scenario 3

Broader Safety, Livability and Access Programs	Projected Funding (Annual Average 2028-37)	Additional Funding Needed (Annual Average 2028-37)	Total Funding (Annual Average 2028-37)
Great Streets	$50 million*	$13.4 million	$63.4 million

None of these individual sources can address broader system needs, for funding biking and walking-specific investments and Great Streets is unique in supporting larger cost corridor investments, where multiple high-priority needs can be addressed at the same time (such as adding a traffic signal, putting in a turn lane, improving a crossing and completing bikeways and walkways). Great Streets is currently part of the Capital Investment Plan, with around $50 million going to Great Streets-like projects each year. These funds are federal. State funds would supplement the federal funds; allowing for increased competition for projects. A 20% funding increase is used as a starting point for the creation of a new standalone Great Streets program. Twenty percent of $50 million would be $10 million per year for Great Streets. A 5.3% inflation rate is also applied.

Table 4 – Funding Details for Scenario 3

Bicycle and Pedestrian Programs	Projected Funding (Annual Average 2028-37)	Additional Funding Needed (Annual Average 2028-37)	Total Funding (Annual Average 2028-37)
Oregon Community Paths (TA+MAT)	$12.8 million	$1.7 million	$14.5 million
SRTS Construction	$15 million	$15.2 million	$30.2 million
SRTS Education	$1.3 million	$610 thousand	$1.9 million
TOTAL	$29.1 million	$17.5 million	$46.6 million

Objective

- Increase the investment in multimodal infrastructure to **make improvements in safety and accessibility throughout the state** and come closer to meeting local demand for funding with a **focus on areas near schools**.
- Come closer to meeting the demand by increasing funding for SRTS Construction by 50%, while keeping pace with inflation (5.3%).
- Establish a standalone Great Streets program while **keeping pace with inflation** (5.3%)**.**
- Increase state funding for OCP while keeping pace with inflation (5.3%) to fund a few additional projects.

- **Increase SRTS Education funding by 20%** while keeping pace with inflation (3.5%) to meet the increased demand for safe biking, walking and micromobility education for students.

Outcome

- The average annual number of **SRTS Construction projects would increase to about 26,** up from about 16 today, allowing the state to make much faster progress in filling gaps near schools. **This would fund approximately 260 projects, covering about 20% of Oregon's public schools.**
- The increase in SRTS Construction funding would result in an estimated **30% fewer pedestrian and bicycle crashes** within half of mile of schools compared to the scenario in which funding does not keep pace with inflation. Crash reductions may reach up to 100% at the exact location of investment.
- The number of state-funded **OCP projects would increase slightly, enabling the construction of a few additional projects,** maintaining the only source of state funding for off-road paths.
- The number of **SRTS Education projects would increase** to complement the significant increase in SRTS Construction projects.
- An estimated 10-12 Great Streets projects could be added, depending on project cost.

In this scenario, more gaps in the network would be filled and the state would be closer to meeting its safety and climate targets, though the system would still be incomplete.

Revenue Need

An annual average of $30.9 million in additional state funding is needed over the next 10 years to fund these investments. *(Note: Due to annual inflationary pressures, more funding will be needed in 2037 than in 2028, but this figure is the average amount needed over the 10-year period.)*

Meeting the Complete Multimodal Needs

Neither Scenario 2 or 3 puts Oregon on track to meet its safety goal of eliminating fatalities and serious injuries of vulnerable road users by 2035 and developing a complete multimodal network.

Without the infrastructure needed to support people walking and biking, Oregon will also not be on track to meet its per capita vehicle mile traveled (VMT) reduction targets.

The scenarios presented here represent only a fraction of the overall funding need.

In 2025 it was estimated that it would take an annual investment of approximately $115 million above existing investment to complete the on-road walking and biking network on just state-owned roads in the next 30 years. To fund a project near all remaining public schools in Oregon that have not yet received SRTS funding (1,187), it would cost a minimum of $1 billion using today's average project award. The scenarios presented here present only a fraction of the overall need for funding.



Figure 8 – Safe paths allow the youngest Oregonians to enjoy the outdoors. *Photo by Oregon Department of Transportation*

Policies, Regulations and Other Efficiencies

To minimize costs and maximize every invested dollar, ODOT often adds multimodal investments to larger transportation projects.

Leveraging funding in this way lowers mobilization, drainage and other costs because the larger projects absorb those expenses. Although the approach saves money, it responds to opportunities rather than following a strategic investment plan. As a result, ODOT does not always invest in the highest-priority locations; it often invests where another project is already underway.

To address this limitation, ODOT developed Great Streets to maximize efficiency by targeting the highest-priority overlapping needs. ODOT prioritizes projects that score highly across multiple criteria, combining the benefits of leveraged funding with investment in high-need areas.

ODOT has also maximized state funding for multimodal projects by granting a significant amount of funding to local agencies.

In the last three cycles of SRTS Construction funding, for instance, an average 68% of funding went to cities and an additional 20% went to counties. These dollars are easier for local agencies to work with than federal dollars and generally allow for more efficient project delivery.



Figure 9 – Bike paths provide freedom for Oregonians to experience the state. *Photo by Oregon Department of Transportation*

Overall Recommendations

A multimodal transportation system enables people of all ages and abilities to get around.

Everyone walks; many Oregonians rely on bicycling to commute to work and school, as well as to meet their everyday needs. However, the funding to ensure their safety is insufficient. The multimodal system is incomplete, which keeps many people from feeling that walking and biking are even options within their communities. While the needs are much greater, at a minimum, Oregon should sustain and modestly increase its investments in making multimodal infrastructure safer and thereby, decrease the rate of injuries and deaths that people, including kids, are experiencing when they walk, bike or roll.

Subgroup Members

ODOT and the Governor's Office would like to thank the Safety and Livability Subgroup for dedicating their time and expertise to this memo.

Subgroup Chair: Thomas Baker, The Street Trust

Vision Workgroup Liaison: Chris Hagerbaumer

Subgroup members:

Jocelyn Blake, City of Beaverton

Lindsay Cromsigt, City of Redmond

Stu Green, FORTH

Rob Inerfeld, City of Eugene

Anneliese Koehler, Metro

Zach Lauritzen, Oregon Walks

Nolan Lienhart, ZGF

Nansi Lopez, Centro Cultural

Joe Marek

Commissioner Lyle Mordhorst, Polk County

Luke Shepard, City of Rockaway

ODOT Liaison: Amanda Pietz, Policy, Data and Analysis Division Administrator

ODOT Staff: Bridgette Bottinelli, Ian Davidson, LeeAnne Fergason, Kayla Hootsmans, Amanda Howell, Angela Kargel, Susan Peithman, Xao Posadas, Josh Roll and Kat Silva

Consultant Support: Brandy Steffen, JLA Public Involvement

[i] KPM#9, ODOT Annual Performance Progress Report, Reporting Year 2026. Accessed online 2026 at: https://www.oregon.gov/odot/PerformMang/Documents/Annual%20Performance%20Progress%20Report/ODOT%202026%20APPR%20with%20Proposed.pdf

[ii] Samantha Henningson, Who Doesn't Have a Car? (2025), https://www.nrdc.org/resources/who-doesnt-have-car. Includes total population over 10 years of age 1) who are of driving age in households where there are 2 or more people than drivers, 2) with disabilities (18+) who either do not drive or do not have access to a car, 3) are 75+ in a car household with constraints on their driving but without a "travel limiting" disability, 4) young people 10-15 and 5) 16 and older and in a household without a car.

[iii] 2024 Comparison of Fatal and Serious Injury Crashes by Category Comparison to 2019-2023 Average. ODOT Crash Data System, Updated 04/2026.

[iv] Oregon Metro Crash Data Safety Stories. Accessed online 2026 at: Metro, https://app.powerbi.com/view?r=eyJrIjoiZjM0NGEyOTItOWRlYy00ZjA3LThkMTgtNTAyZmRkM2I4NDUyIiwidCI6Ijc4YWM3MGE1LWUzZDYtNGZjOC04ODI5LWU2OWYyODYwMThhNSJ9

[v] Oregon Crash Data Viewer. Accessed online 2026 at: https://www.oregon.gov/odot/data/pages/crash-data-viewer.aspx

[vi] FY 2025 Oregon Transportation Needs and Issues Summary of Statewide Results. Accessed online 2026 at https://www.oregon.gov/odot/Programs/ResearchDocuments/TNIS2025Final.pdf

[vii] Center for Neighborhood Technology. "H+T Affordability Index." https://htaindex.cnt.org/map/

[viii] American Public Transportation Association, Economic Impact of Public Transportation Investment, 14.

[ix] Cycling Guider. "How Much Does It Cost to Maintain a Bike Annually? Budget Breakdown." Accessed online 2026 at: https://cyclingguider.com/guides/how-much-does-it-cost-to-maintain-a-bike-annually-budget

[x] FHWA. "Incorporating Travel-Time Reliability into the Congestion Management Process (CMP): A Primer." Accessed online 2026 at: https://ops.fhwa.dot.gov/publications/fhwahop14034/ch1.htm

[xi] Travel Oregon. "Bikes Mean Business." Accessed online 2026 at: https://industry.traveloregon.com/wp-content/uploads/2014/06/BikesMeanBusiness-OnePager.pdf.

[xii] U.S Department of Health and Human Services. Physical Activity Guidelines for Americans. 2nd Edition. 2018 https://health.gov/sites/default/files/2019-09/Physical_Activity_Guidelines_2nd_edition.pdf

[xiii] Oregon Travel Study, 2024. https://www.oregonmodels.org/oregon-travel-study

[xiv] ODOT Climate Office. Accessed online 2026 at https://www.oregontransportationemissions.com/walk-bike-roll

[xv] Liu, J. H., & Shi, W. (2017). Impact of Bike Facilities on Residential Property Prices. *Transportation Research Record: Journal of the Transportation Research Board*, *2662*(1), 50-58. Impact of Bike Facilities on Residential Property Prices - Jenny H. Liu, Wei Shi, 2017

[xvi] ODOT Crash Reduction Factor Manual (July 2026 Edition). Accessed online 2026 at: https://www.oregon.gov/odot/Engineering/ARTS/CRF-Manual.pdf

[xvii] Oregon Transportation Safety Action Plan, 2021. Accessed at: https://www.oregon.gov/odot/Safety/Documents/Oregon_TSAP_Implementation_Work_Program.pdf

[xviii] Oregon Transportation Plan, 2023. Accessed at: https://www.oregon.gov/odot/Planning/Documents/Oregon_Transportation_Plan_with_Appendices.pdf