

Walkways and Bikeways

Walkways and bikeways: Percent of urban state highway miles with walkways and bikeways in “fair” or better condition

Our strategy

With our local partners, ODOT is working to create safe, walkable and bikeable communities in Oregon. To further that goal, Oregon law requires walkways and bikeways be provided when roads are constructed or rebuilt, and mandates that at least one percent of the state highway fund be used for walking and biking facilities. This performance measure reports our progress in adding walkways and bikeways to the state system.

About the target

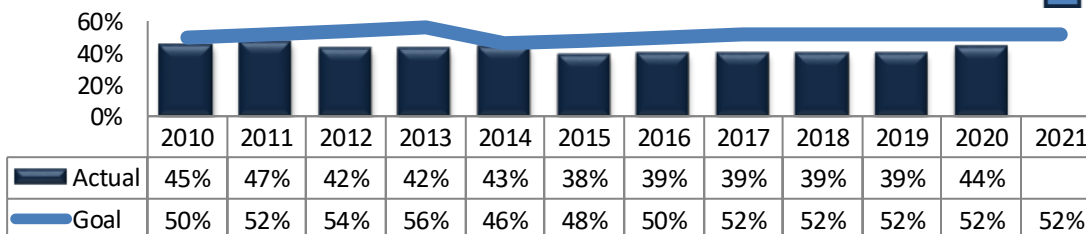
This target addresses the percentage of total highway roadside miles in urban areas that have complete walkways and bikeways. Urban areas are defined as those areas with populations over 5,000 where the population density meets federal definitions

in the area bordering the highway. Small incorporated cities with populations under 5,000 are also included. Walkways must be present, five feet or more in width, and in fair or better physical condition. Bikeways are defined as a marked and striped bike lane five or more feet in width, a paved shoulder five feet or more in width, a travel lane shared by people biking and people driving where the posted speed is 25 MPH or less, or a multi-use path within the highway right-of-way. As walkways are not needed in undeveloped urban fringe areas, ODOT has set the target of providing walkways on 65% of highway roadside mileage in urban areas. The Oregon Transportation Plan seeks to meet this target by 2030, in order to provide Oregonians with good transportation options that include biking and walking.

Factors affecting results

Each year, ODOT builds new and enhances existing bicycle and pedestrian facilities. However, our progress in meeting this target isn’t just determined by how many miles we build each year. As the chart shows, the percent of urban highways with complete walkways and bikeways has trended down over the last five years. Why is this happening? Recent adjustments to the federally defined urban areas brought many new roadway miles into Oregon’s expanding urban areas. As former rural roads, these highways are unlikely to have walkways and bikeways. We also see occasional declines due to jurisdictional transfers, where a local

Bike Lanes and Sidewalks - Percent of urban state highways with bike lanes and sidewalks



Fact

Current funding levels are inadequate to complete walkways and bikeways on the state system by 2030. However, ODOT continues to work with local governments to meet the needs on the state and local systems.

Walkways and bikeways, cont.

government assumes ownership of a state highway. When such transfers take place, they are typically preceded by significant improvements to the highway, including adding walkways and bikeways, because it is less burdensome for a local government to take responsibility for a road if it is already complete and in good repair. So ODOT may build walkways and bikeways on a highway one year, increasing our progress toward our goals, only to transfer the road into local ownership the next year, causing our percent completed to drop. However, over the last couple of funding cycles, ODOT has targeted additional funds to address gaps along the state system and thus a marked increase in the completion rate.



How we are doing and how we compare nationally

ODOT is making strategic investments in walking and biking improvements on both the state and local system where Oregon communities have identified the greatest need. In recent years, ODOT has increased both staffing with the region Active Transportation Liaisons and funding for the

state network with programs such as Active Transportation Leverage. ODOT also administers the Safe Routes to School Infrastructure grant program which distributes \$10 million per year to local communities to improve conditions for walking and biking near schools. In addition, we collaborate with local governments to provide them with technical assistance so that they can ensure local systems are bikeable and walkable as well. As a result, the number of people who walk and bike in Oregon continues to increase. On an average weekday, Oregonians make 8% of their trips on foot and 2% by bicycle. One in five households meets a daily travel need by walking and one in twenty does so by biking.¹ When it comes to commuting by active modes of travel, Oregon is one of the top-ranked states in the nation. We're #1 for biking to work (2.4% of commute trips), and #7 for walking to work (4.2%). We also saw the highest increase in the use of these modes between 2007 and 2016 of any state.² Oregon is ranked second in the 2019 Bicycle Friendly State Ranking by the League of American Bicyclists.

Next steps to reach our goals

² Alliance for Biking & Walking (2016). Bicycling & Walking in the United States: 2016 Benchmarking Report.

ODOT completed the Oregon Bicycle and Pedestrian Mode Plan in 2016, which defined new policies and strategies meant to make biking and walking safe, comfortable options that provide good connections for Oregonians and their communities. The plan identifies multiple ways to measure our progress in meeting that goal. ODOT will review this performance measure and may recommend changes based on the direction set by the plan.

About the data

This performance measure was revised in 2006 to better reflect the goals of the program and to establish clear targets. In 2008, ODOT completed a two year effort to physically inventory and assess all walkways and bikeways on highways in urban areas and small cities across the state. Since then, the inventory has been updated each federal fiscal year, based on site visits, construction contract review, and highway video logs.

Contact information

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Data source

ODOT Highway Division
Bicycle/Pedestrian Program,
Road Inventory & Class Services Unit

¹ K. Clifton & P. Singleton (2013). Quantitative analysis of 2008-2011 Oregon Travel Activity Survey, produced for ODOT.