



Walking and Biking System Completeness

Percent of ODOT priority pedestrian and bicycle corridors with walkways and bikeways in “fair” or better condition and marked crosswalks meeting target crossing spacing guidance.

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. Everyone in Oregon walks (using a mobility device or strolling) or bikes, whether for their

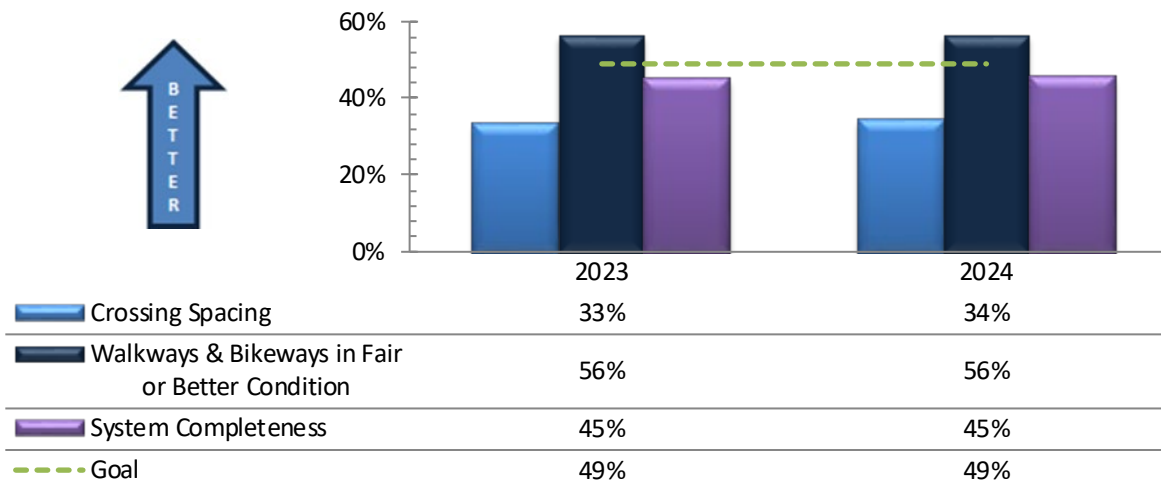
entire trip, from their car to the store, or from home to the transit stop. To serve people of all ages and abilities, walkways and bikeways should not have gaps or areas in poor conditions that are impassable by individuals with disabilities and people with strollers. State highways, where appropriate, should have regular marked crossing opportunities to

improve safety and 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 be provided when roads are constructed, reconstructed, or relocated and mandates ODOT to expend reasonable amounts of funding—no less than one percent of the State Highway Fund—to provide walking and biking facilities.

Each year, ODOT builds new bicycle and pedestrian facilities and enhances existing ones. 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 also fund improvements to walking and biking facilities.

Priority ODOT Pedestrian/Bicycle Corridor System Completeness



Note: Data management and quality assurance (QA) sometimes results in adjustments to previously reported data, and ODOT reports these adjustments in its performance report noting net changes when applicable. During the compilation of the 2024 report, ODOT conducted additional quality assurance on the 2023 annual report asset data and identified a need for improvement to its KPM report tool. ODOT has subsequently corrected this and includes herein the most up-to-date data for 2023 and 2024.

Walkways and bikeways, cont.

About the target

In 2023, ODOT and the Oregon Legislature adopted a new key performance measure (KPM) which assesses walkway and bikeway quality and marked crossing spacing while focusing on priority corridors. This target is calculated using the average percentage of two metrics measuring completeness of ODOT priority corridors:

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

Priority corridors include 151 miles of ODOT’s state highway system, including couplets, or pairs of parallel one-way streets that carry traffic in opposing directions.

Priority corridors were selected by ODOT Region staff and informed by the 2020 ODOT Active Transportation Needs Inventory (ATNI). ATNI is a tool that ranks highway segments based on multiple criteria, including crash history, crash risk, access to transit, essential destinations, social equity, and existing facilities.

To be counted towards KPM progress, walkways must be present, five feet or more in width, and in fair or better physical condition. Bikeways must be either a marked and striped bike lane five or more feet in width or a paved shoulder five feet or more in width. Marked crosswalks are needed for safe crossing of urban highways at an average spacing of 750 feet (i.e., the mean

spacing recommended for urban highway contexts in ODOT’s Highway Design Manual).

Factors affecting results

In 2024, [an internal audit](#) examined ODOT’s ability to complete bicycle and pedestrian facilities on state highways. The audit determined that limited funding and competing priorities for limited roadway space makes progress slow. Additionally, the audit noted that improvements to data quality are necessary to monitor and report on progress.

As part of the 2024 ODOT Transportation Funding Needs Analysis, [ODOT determined](#) that the current rate of investment would take over 150 years to complete the biking and walking system along ODOT’s roadways. An additional \$115 million per year would dramatically shorten that timeframe, allowing for completion of the network in around 30 years. While this KPM is focused on select priority corridors, not the entire system, the prolonged timescale demonstrates the need for additional investment to achieve ODOT’s goals.

How we are doing and how we compare nationally

On the identified priority corridors, the system completeness is 45% and the crossing spacing completeness is 34%, both short of the current target of 49%. However, at 56% walkways and bikeways in fair or better condition, ODOT has exceeded the target of 49%. More progress is

needed with marked crossings before the 49% target should be increased.

Next steps to reach our goals

ODOT is working to address findings from its aforementioned internal audit. A cross-agency team is implementing the 10 key recommendations from the audit, which will help ODOT complete bicycle and pedestrian facilities on state highways and thereby achieve this KPM faster.

About the data

ODOT inventories sidewalks and bike facilities about every five years with alternating approaches. One cycle is done by reviewing the ODOT Video Log to assess the presence and condition of pedestrian facilities along the highway. The next cycle is an in-person assessment done by staff driving the entire state highway system. Additionally, data can be updated from reviews of as-built plans and data corrections between cycles.

Contact information

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Data source

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