

Active Transportation Report: Pedestrian and Bicycle, Safe Routes to School, and Oregon Community Paths

Public Transportation Office
Oregon Department of Transportation
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Report Overview

On June 11, 2026, ODOT celebrates the 55th anniversary of the Oregon Bicycle and Pedestrian Bill, which became law in 1971. The purpose of this report is to provide a brief history of the bill and what it does and provide a snapshot of the types of projects supported because of this legislation. This report also highlights the ways that the Oregon Legislature has demonstrated ongoing commitment to the investment in pedestrian and bicycle infrastructure by establishing designated state funding sources for Safe Routes to School and Oregon Community Paths. An overview of each of these programs is covered along with information about the number of projects awarded since the passage of Oregon House Bill 2017 in 2017.

History of the Oregon Bicycle and Pedestrian Bill

Over 50 years ago, Don Stathos, a Republican state representative from Jacksonville, was once run off the road while riding a tandem bicycle with his daughter. Reflecting on the incident, Stathos remarked, "It occurred to me that here we are, the richest country in the world, and it's almost impossible to go anywhere except in your car." Based on that experience, Stathos introduced a bill that would help accelerate the development of safe biking and walking infrastructure statewide.

Despite facing initial opposition from legislators and the governor, amendments to the bill ultimately won the support needed for it to pass. Governor Tom McCall signed the Oregon Bicycle and Pedestrian Bill, more commonly known as the "Bike Bill," on the top of a bicycle seat on the steps of the State Capitol on June 11, 1971. Regarded as the first "Complete Streets" legislation in the nation, this bill launched Oregon as the national leader in active transportation. Interest in the bill from across the country was so great, State Representative Don



Governor Tom McCall signs the "Bike Bill" on the saddle of a bicycle in 1971 while State Representative Don Stathos (left) and others look on. (Photo: Stathos Family)

Stathos had to hire additional administrative staff to respond to all the inquiries that flooded his office. Like the Bottle Bill, vote-by-mail, or our publicly owned beaches, the Oregon Bicycle and Pedestrian Bill is one of the signature pieces of legislation that makes Oregon, Oregon.

Oregon Bicycle and Pedestrian Bill Requirements

Oregon’s Bicycle and Pedestrian Bill (ORS 366.514) requires ODOT, cities, and counties to expend “reasonable amounts” to provide bikeways and walkways, and **no less than one percent** of the State Highway Fund. The law also requires bicycle and pedestrian infrastructure to be built whenever a road or street is constructed, reconstructed, or relocated, with rare exceptions.

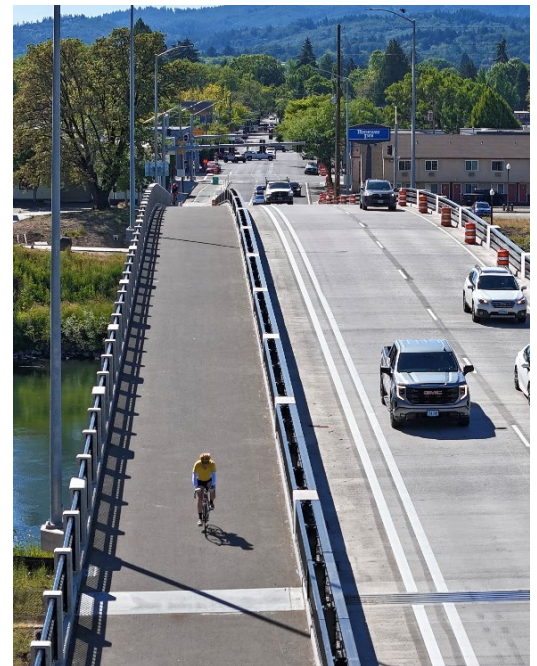
Everyone in Oregon walks (using a mobility device or strolling) or bikes, whether for their entire trip, from their car to a store, or from home to a transit stop. To serve people of all ages and abilities, walkways and bikeways should not have gaps or areas in poor conditions that are impassable by individuals with disabilities and people with strollers. While gaps remain, the Bike Bill laid the foundation for building a complete transportation network serving all Oregonians.

This legislation spurred new investment in walking and biking infrastructure in the 1970s, including the start of Eugene’s **Ruth Bascom Riverbank Path System**, the **Trolley Trail** connecting Milwaukie to Gladstone, the **Terwilliger Parkway** in Portland, the first segment of the **Bear Creek Greenway** in Medford, the **Highway 99W bike path** connecting Monmouth and Rickreall, and the **Periwinkle Bike path** in Albany.

Today, anytime a new street or road is built, whether as part of a new neighborhood development or when a bridge is replaced, as was recently done with the **Van Buren Bridge** in Corvallis, infrastructure for pedestrians and cyclists must be provided, thanks to the Bike Bill.



The Trolley Trail, a shared use path on an old rail line connecting Milwaukie and Gladstone, was one of the first pieces of bicycle and pedestrian infrastructure built with Bike Bill funds. (Photo: North Clackamas Parks and Recreation District)

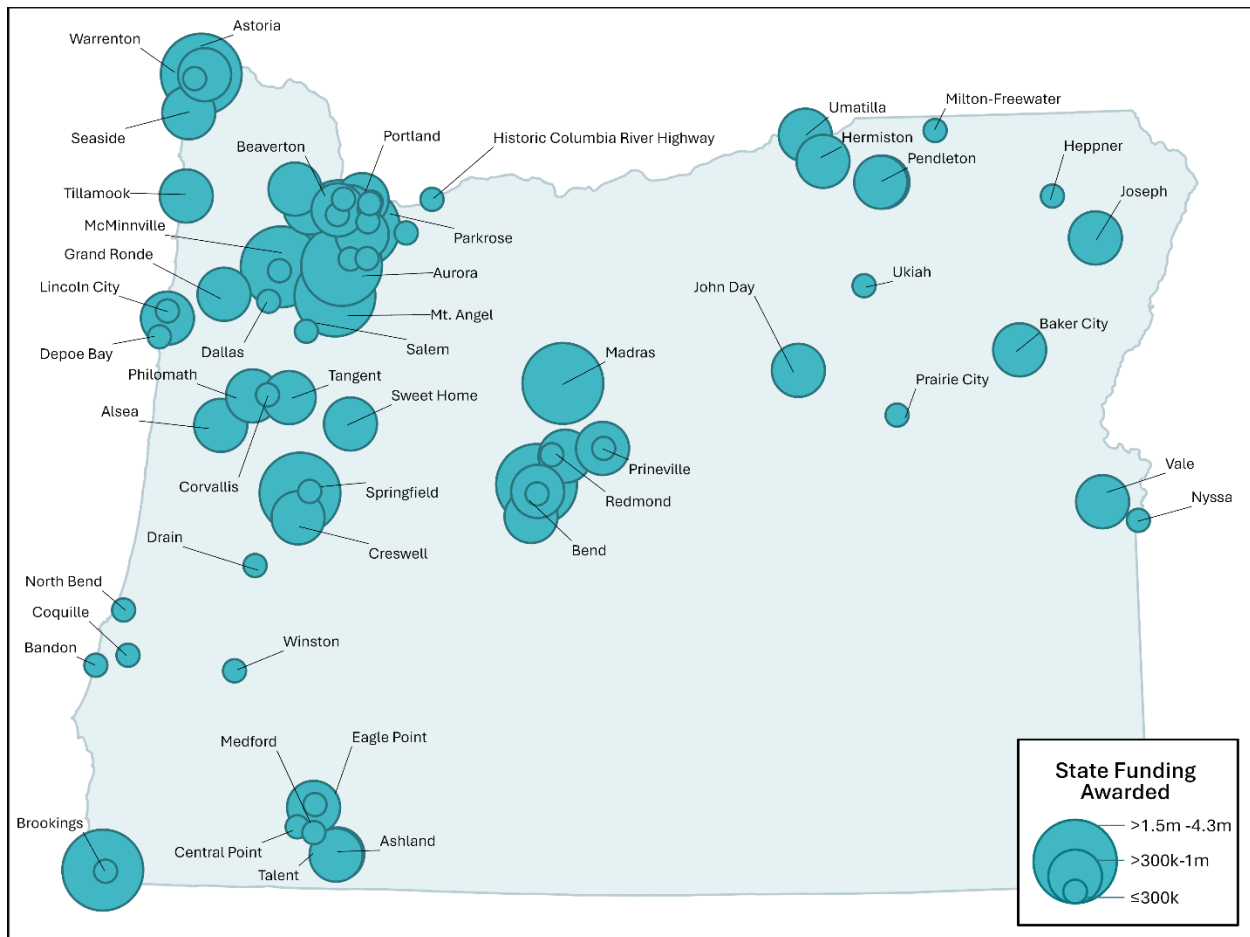


Corvallis’s new Van Buren bridge was completed in 2026 and includes a separated and protected bicycle and pedestrian path. (Photo: ODOT)

ODOT Bicycle and Pedestrian Funding Program

The ODOT Bicycle and Pedestrian Funding Program focuses on investing in the active transportation network on ODOT-owned highways and roads. The funding program is currently supported by one percent of ODOT's portion of the State Highway Fund and a one-time infusion of federal funds for the 2024-2027 STIP cycle. Funding is used to build sidewalks, bike lanes, crossings, and other infrastructure assets that make it safer to walk and bike on ODOT-owned highways and roads. Sometimes, the funding is standalone and pays for the entirety of a project and other times the funding is braided with other transportation funds on a larger project. Since January 2018 and the passage of the last transportation package, ODOT has funded more than 100 projects with the ODOT Pedestrian and Bicycle Funding Program with both federal and state funds (see Figure 1 for a highlight of state-funded projects).

Figure 1: Bicycle and Pedestrian State-Funded Projects 2018-2025





Project Highlight: U.S. 20 Philomath Downtown Safety and Streetscape

Completed in 2024, this project used state Bicycle and Pedestrian Funding Program funds to construct sidewalks and high-quality bike lanes throughout Philomath's downtown as part of a larger Downtown Safety and Streetscape project. (Photo: ODOT)



Project Highlight: Corridor Improvements in Tigard

The corridor improvements on OR 99W between I-5 and McDonald Street in Tigard included multiple safety improvements and added connections for people to bike, walk, and use mobility devices. It was completed in 2025 and was funded in part with federal Pedestrian and Bicycle Program funding and Safe Routes to School funds. (Photos: ODOT)



Safe Routes to School

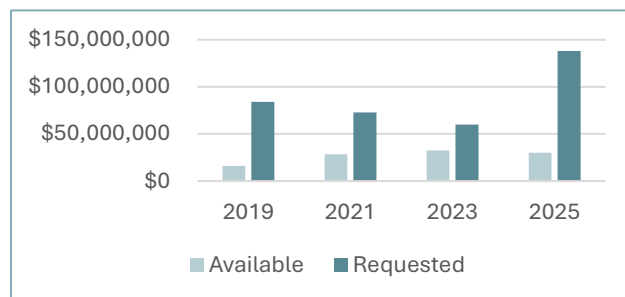
Safe Routes to School (SRTS) is a national movement dedicated to improving quality of life for children and communities by supporting students' ability to walk and roll safely to school. SRTS organizing started in the 1990s, and federal and Oregon state legislation codified its goals in the mid-2000s. Oregon's 2017 Transportation Package (House Bill 2017) reinforced the state's commitment to SRTS efforts by establishing a regular funding set-aside to improve sidewalks and bike lanes with State Highway Funds.

Dedicated State Funding for Safe Routes to School: In 2017, the Oregon Legislature passed House Bill 2017, which established a regular funding set-aside to improve sidewalks and bike lanes through Safe Routes to School programs.

The Oregon Department of Transportation Safe Routes to School program consists of two parts: **Construction** and **Education**. Construction programs focus on making sure safe walking and biking routes exist through investments in crossings, sidewalks and bike lanes, flashing beacons, and similar safety investments. Education programs focus on outreach to ensure awareness and safe use of walking and biking routes. ODOT provides grant funding and technical assistance to communities across Oregon to support both construction and education efforts, relying on partnerships between public, private, and nonprofit organizations at the local, regional, and state level. By funding both construction and education programs, ODOT encourages a safe systems approach to safe routes to school.

The Safe Routes to School Construction program is managed by ODOT's Public Transportation Office, and are allocated to three programs: Competitive Program, Rapid Response, and Project Identification. Competitive Program awards can range from \$60K to \$3M and are used to support safety construction projects that positively affect the ability of children to walk and bicycle to school. Projects must be within a public road right-of-way, consistent with jurisdictional plans, supported by the school or school district, within a two-mile radius of a school, and be able to be constructed within five years of the project award. Rapid Response funding is specifically set aside for projects where a crash involving a pedestrian or cyclist has occurred within the preceding 24 months or an urgent opportunity arises, and awards are capped at \$500K. Lastly, Project Identification funding enables agencies to access professional consulting support to develop SRTS plans and identify key infrastructure upgrades in preparation for seeking construction funding.

Figure 2: Available SRTS Construction Funding vs. Demand



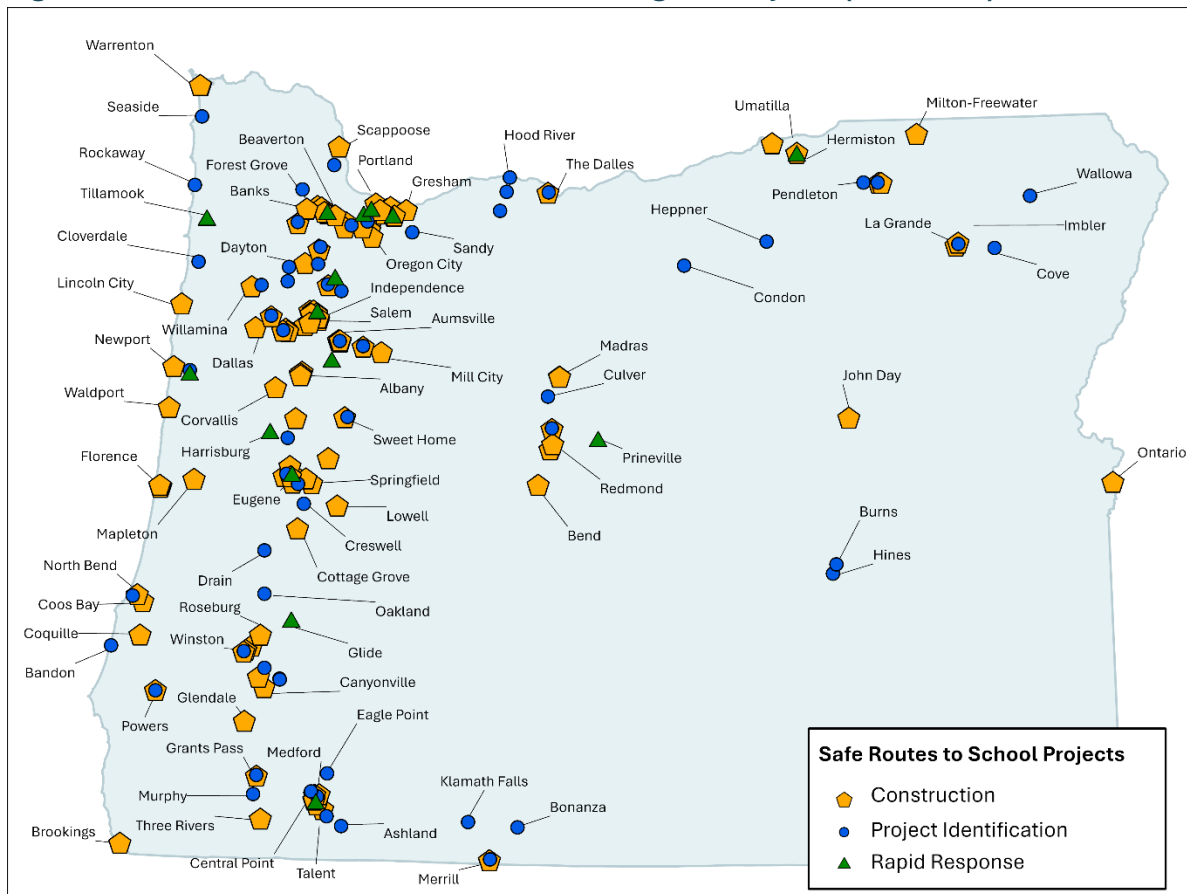
Since 2019, the Safe Routes to School Construction program has funded 116 construction projects, 61 project identification projects, and 16 rapid response projects. (Figure 3). Demand for funding consistently exceeds the amount available with communities requesting 2.5 times more than what the program can award during each funding cycle (Figure 2).

Project Highlight: Howard Elementary School Pedestrian Path in Eugene

In the 2021-2022 Grant Cycle, SRTS granted the City of Eugene \$447.7K to construct a physically protected walking and bicycling space, bike lanes, and wayfinding signs to improve connections to Howard Elementary School. Prior to construction, students walking and bicycling to school used narrow shoulders along Howard Avenue (left). Crash data from ODOT at the time of the grant application showed four bike/ped crashes on Howard Avenue since 2007, including a moderate injury crash at the intersection of River Road. The completed project includes separated space for pedestrians and cyclists on Howard Avenue (right) along with improved connectivity across River Road. (Photos: Grantee)



Figure 3: Safe Routes to School Construction Program Projects (2019-2025)



Project Highlight: Crestline Drive Walkway in Waldport

Waldport's schools were successfully relocated outside of the Tsunami Zone in 2013, but the new location was alongside a higher-speed roadway. The increased traffic and speeds combined with no shoulder made it hazardous for students to walk or bike along the roadway (left). SRTS granted the City of Waldport \$1.67M in the 2021-2022 Grant Cycle to build a walkway along Crestline Drive to the location of the new K-12 and high school campus, along with a crossing to enable safe travel to the school by bike, walking or wheelchair (right). Waldport City Manager Dann Cutter noted that the project has had far-reaching benefits: **“What has surprised us is the number of our senior population who started using it even before it was completed and have expressed happiness that they now have a safe walkway to get exercise during the day. It truly has become a multipurpose pathway in the community.”** (Photos: City of Waldport)



Oregon Community Paths

The Oregon Community Paths grant program is dedicated to helping communities invest in shared use paths, with the goal of complementing and expanding existing active transportation programs across the state. In 2019, the Oregon Legislature passed House Bill 2592, establishing the Multimodal Active Transportation Fund, or MAT, specifically for bicycle and pedestrian projects. This fund consists of a seven percent set-aside from the Connect Oregon Fund, as well as revenue from Oregon's bicycle excise tax, which was established by House Bill 2017. In addition to the MAT, ODOT also uses federal Transportation Alternatives Set-Aside funds for the program. Prior to the establishment of the MAT, ODOT used the federal Transportation Alternatives funds to support the development of multiuse paths.

Dedicated State Funding for Multiuse Paths: The Oregon Legislature passed House Bill 2592 in 2019, establishing a dedicated source of state funds for off-road bicycle and pedestrian paths.

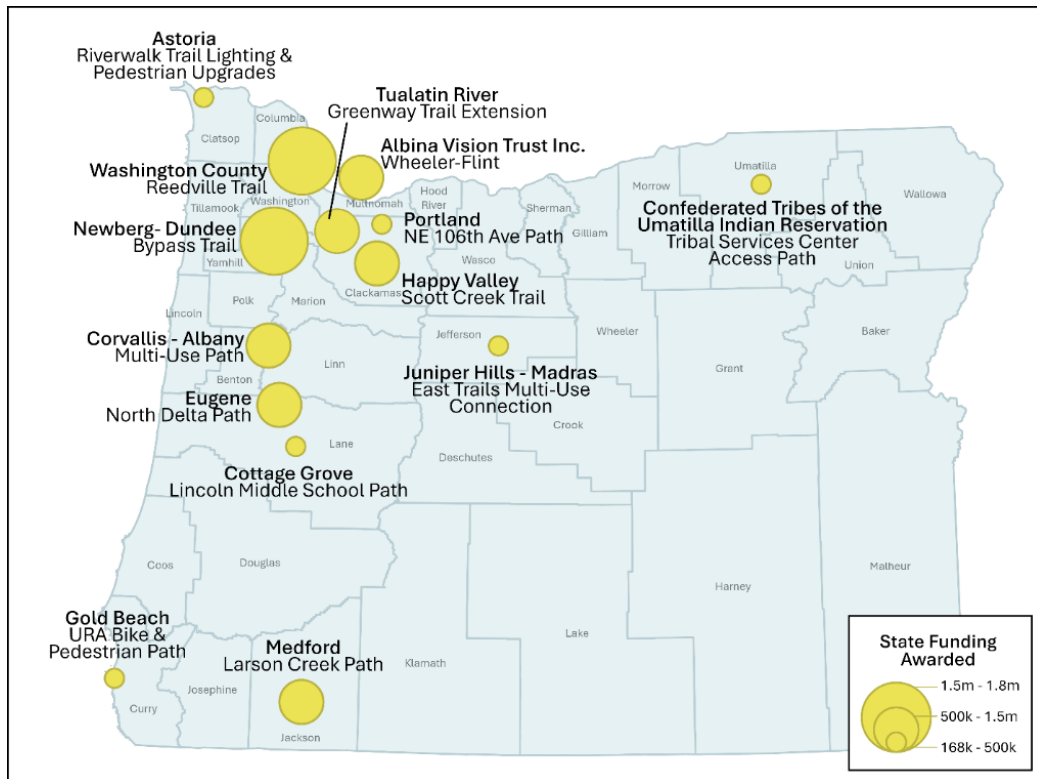
Oregon’s Community Paths program is a rare funding source for local communities to build off-road paths because these projects are not eligible for State Highway Funds. These funds build off-road paths that are separated from traffic and are a safe and healthy way for people walking and bicycling to travel within and between communities. Grants are used for project development, construction, reconstruction, major resurfacing or other improvements of shared-use paths. Since 2021, Oregon Community Paths has awarded 70 projects, totaling approximately \$112M in state and federal dollars (see Figure 4 for a highlight of state-funded projects).



Project Highlight: Juniper Hills to Madras East Trails Shared-Use Connection Project

This project created a safe bicycle and pedestrian connection between Juniper Hills Park and Madras East Trail System. **“Juniper Hills Park is the largest park in Jefferson County, and Madras East Trails is a biking/hiking/running trail park that encompasses close to 500 acres,”** said Jeff Hurd, Public Works Director with the City of Madras. **“This path provides a direct walking/biking connection between the two parks.”** Previously, no pedestrian facilities existed along the roadway connecting these two areas, creating an unsafe and dangerous environment for pedestrians and cyclists. (Photo: ODOT)

Figure 4: Oregon Community Paths State-Funded Projects (2021-2025)



Project Highlight: Nixyáawii Community School Sidewalk and Pedestrian Path on Confederated Tribes of the Umatilla Indian Reservation (CTUIR)

The new location of the Nixyáawii Community School, which opened in 2019, required residents to cross up to two high-speed highways without any crossings or complete pedestrian paths. To address the identified need and provide improved access to the school and other key locations, ODOT granted the Confederated Tribes of the Umatilla Indian Reservation approximately \$1.4M in Safe Routes to School and Oregon Community Paths funding. Two projects were completed in 2024, including a sidewalk and a pedestrian path. CTUIR Transportation Planner Dani Schulte celebrated the completion of the projects, saying, **“I’m so happy that we have a safe place for folks who choose to get around in a way other than their vehicle or use walking and biking as their way of getting around.”** (Photo: CTUIR)

