

Walkways and Bikeways

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

Our strategy

ODOT works with local partners to create safe, walkable, and bikeable communities. Oregon law ([ORS 366.514](#)) requires walkways and bikeways when public roads are constructed or reconstructed, as well as annual expenditure of at least one percent of the State Highway Fund revenues on walking and biking facilities. According to the 2009-2011 Oregon Household Survey, 11 percent of adults travel by walking or biking and this percentage increases to 52 percent if the household does not have access to a vehicle or has more workers than vehicles.

This goal addresses the percentage of total

highway roadside miles in urban areas that have complete walkways and bikeways. Urban areas are defined as areas within the urban growth boundary and/or city limits and rural unincorporated communities with roadside development warranting sidewalk and bike lanes.

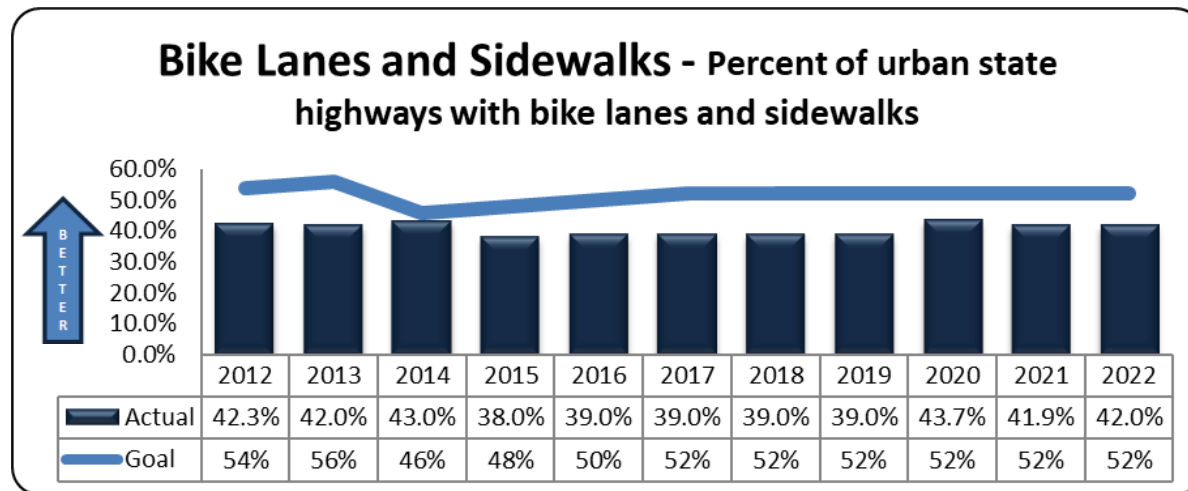
About the target

One goal of the 2006 Oregon Transportation Plan was to complete the walkway and bikeway network (100% target) by 2030 by increasing network completeness by 2% annually. The Oregon Bicycle and Pedestrian Plan (2016) revised this goal, reducing the target from 56 to 52 percent.

The Oregon Transportation Commission further adopted its [Strategic Action Plan](#) in December 2020, targeting an outcome of improved access to walking, biking, and transit. This focus will allow ODOT to improve equitable access by increasing dedicated funding for walking, biking, and transit and by leveraging broader agency investments to include multimodal investments. PTD has developed a new measure that will better reflect statewide access to walking and biking and will begin using it in 2023.

How we are doing

ODOT’s statewide inventory of walkways and bikeways on highways is updated



Fact

It will take over 150 years to close gaps in sidewalks and bike lanes along urban state highways at current levels of investment. Maintenance is an additional unfunded need.

Walkways and bikeways, cont.

annually using highway video logs. The 2021 inventory included an update to walkway/bikeway “need” areas as well as the existing facility inventory. This resulted in an increase in number of roadside miles in the denominator for this measure and a decrease in performance. In 2022, ODOT filled gaps in bike lanes and sidewalks, but the condition of many existing facilities decreased to “poor” condition. ODOT also invested in many walking/biking safety and access improvements that are not reflected in this metric, such as crossings and illumination.

Over the last several biennia, ODOT has targeted additional funds to strategically address gaps along the state system in areas with the greatest identified need. In January 2021, the Oregon Transportation Commission approved an 85% increase in state and federal funds in the 2024-2027 Statewide Transportation Improvement Program (STIP) cycle dedicated to improving walking and biking on state facilities; however, the results of this increased investment will not be reflected in performance results until 2025-2028 when projects begin completing construction and improvements start being reflected in ODOT’s inventory.

Factors affecting results and what needs to be done

Despite constructing miles of walkways and bikeways every year, the percent of urban highways with complete walkways and bikeways in “fair” or better condition has declined or remained relatively flat over the last decade. This is due, in part, to expanding urban areas, but the larger issue is scarcity and prioritization of funding. Analysis of the state highway system estimates it will take over 150 years to close gaps in pedestrian and bicycle infrastructure at current levels of investment. Inflation, current market conditions, and additional environmental requirements impacting the cost of sidewalk improvements may double that timeline and cancel out performance gains hoped for due to increased investment.

Deferred maintenance and declining condition of existing pedestrian and bicycle facilities also impacts performance. ODOT currently has no dedicated funds and very limited specialized equipment for pedestrian and bicycle infrastructure maintenance. Local jurisdictions are often required to agree to maintain walking/biking facilities on ODOT highways as a condition of their construction. Local code often further transfers maintenance responsibility to the adjacent landowner, making it difficult to track maintenance responsibilities and enforce a state of good repair.

The number of miles of walkways and bikeways ODOT constructs is not the only factor. Recent adjustments to the definition of “urban” areas have added many miles of formerly rural highways that are unlikely to have walkways and bikeways into Oregon’s inventory of urban areas where these facilities are expected. Jurisdictional transfers can also negatively affect this goal when a local government assumes ownership of a state highway. ODOT may build walkways and bikeways on a highway one year, increasing our progress toward our goals, only to transfer the road to local ownership the next year, causing our percent completed to drop.

About the data

TransInfo is the official ODOT data source for the State Highway network and is used to tabulate the official State mileage, including the number of highway miles that have bike lanes and sidewalks, and the condition of the facilities.

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Data source
ODOT TransInfo