



BICYCLE FRIENDLY STATE REPORT CARD

OREGON

RANKED

2

OF 50

STATE ADVOCACY GROUP:
NONE

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Oregon, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Oregon.

To reach its goal of zero traffic fatalities by 2035, the Oregon DOT and Oregon legislature should look at barriers to reducing speed limits and implementing automated speed enforcement.

In 2018 the Oregon legislature created new dedicated funding for Safe Routes to School, and other bicycle and pedestrian projects, providing more than \$11 million in new funding on an annual basis. This funding is critical as Oregon has some of the highest rates of biking and walking in the country and gas tax funds are restricted from some project types that improve bicycle and pedestrian safety, such as shared use paths.

As part of the Oregon DOT's most recent bicycle and pedestrian plan, the DOT is finalizing a Blueprint for Urban Design document that will update how bicycle and pedestrian facilities are selected and built in the state. This multi-year process should lead to many projects being implemented with improved safety for people who bike and walk.

Repeal the state's mandatory sidepath law. These types of laws create conflicts between bicycles and other path users and may ignore the quality, safety, topography and connectivity of available paths. Many sidepaths are designed for recreational use and are not convenient for transportation purposes.

Provide specific training to engineers and planners on how to implement the Complete Streets/Accommodation Policy in everyday decisions.

Active transportation is an important part of community health and promotion of physical activity. Oregon should consider investing more in active transportation where communities have high rates of physical inactivity, obesity, diabetes, or other health issues associated with physical inactivity.

The Oregon legislature has updated the state's zoning laws to allow more infill development in areas formerly zoned for single family homes. As Oregon looks to create infill development, the legislature, Governor, and DOT should consider who bicycle and pedestrian infrastructure can alleviate traffic demands caused by denser development. Bicycling, walking, and transit can move more people per hour than single occupancy motor vehicles.

Repeal the state's mandatory bike lane law. These types of laws may ignore the quality and safety of available bike lanes.

Hold a state bicycle and/or walking conference with opportunities for professional development, contact with elected officials, and networking.

	Infrastructure & Funding	B
	Education & Encouragement	A
	Legislation & Enforcement	B
	Policies & Programs	B
	Evaluation & Planning	A-

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	✓
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓


Federal Data on Biking		Rank
Ridership	2.4% of commuters biking to work	1/50
Safety	1.8 fatalities per 10K bike commuters ⁱⁱ	2/50
Spending	\$2.84 per capita FHWA spending on biking and walking ⁱⁱⁱ	25/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


Category Breakdown: OREGON

 Infrastructure & Funding Ranked 7 of 50 States B	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	A
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	B-
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	C+
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	B

 Policies & Programs Ranked 9 of 50 States B	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	C-
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	A
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	A
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	B+

 Education & Encouragement Ranked 1 of 50 States A	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	A
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	A-

 Evaluation & Planning Ranked 1 of 50 States A-	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	A
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	A-
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	D+
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	A

 Legislation & Enforcement Ranked 11 of 50 States B	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	A
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	D
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	A

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

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