



# BICYCLE FRIENDLY STATE REPORT CARD



## STATE RANKING OVERALL (OUT OF 50)

# #5

**TOTAL COUNTS**  
 BICYCLE FRIENDLY COMMUNITIES 10  
 BICYCLE FRIENDLY BUSINESSES 41  
 BICYCLE FRIENDLY UNIVERSITIES 5

SEE THE DATABASE MAP: [BIKELEAGUE.ORG/BFA/AWARDS](http://BIKELEAGUE.ORG/BFA/AWARDS)

# OREGON

## Summary

**Oregon** has only been ranked outside the Top 5 states once since the Bicycle Friendly State program began in 2008. This year is no different, with legislators in Salem having passed a transportation funding package that provides, on average, \$12.5 million per year for Safe Routes to School over the next 10 years and \$7 million per year for hiking and biking trails. This level of investment is nearly the same as the state of Washington, but spread over 3 million fewer people.

Unfortunately, with unprecedented levels of investment in biking and walking came demands to address the “free ride” given to bicyclists. Ultimately the state adopted a first-in-the-nation bike excise tax in 2017, imposing a flat fee of \$15 on new bikes with a price over \$200. Electrically-assisted bicycles will be subject to a .5% vehicle dealer privilege tax in addition to the \$15 fee. The League of American Bicyclists believe this is bad policy whose most likely impact is on local Oregon-based bike shops, rather than being a significant source of funding. Time will tell if this bike tax enables more positive changes or is a reflection of a wavering commitment to improving bicycling.

## Feedback Points

In 2017, the Oregon legislature passed a transportation funding bill that included over \$10 million annually for biking and walking over the next ten year. This is a significant increase from past transportation funding bills and will be helpful for achieving the vision of Oregon’s 2016 bicycle and pedestrian mode plan. Unfortunately, the bill also included an excise tax on new bicycles sold for more than \$200. The League strongly recommends that the state takes steps to understand the impact of this excise tax on local bicycle retailers and any adverse effects on bicycling created by the tax.

In 2016, Oregon adopted a bicycle and pedestrian mode plan with the vision that “In Oregon, people of all ages, incomes, and abilities can access destinations in urban and rural areas on comfortable, safe, well-connected biking and walking routes. People can enjoy Oregon’s

scenic beauty by walking and biking on a transportation system that respects the needs of its users and their sense of safety. Bicycle and pedestrian networks are recognized as integral, interconnected elements of the Oregon transportation system that contribute to our diverse and vibrant communities and the health and quality of life enjoyed by Oregonians.” With this vision in place, the Oregon DOT and other state agencies should work together to ensure its success.

Publicly disclose compliance with Oregon’s landmark Bicycle Bill, ORS 366.514, on every highway, road or street being constructed, reconstructed or relocated.

Repeal the state’s mandatory bike lane and bike path laws. These types of laws ignore the quality and safety of available bike lanes. These types of laws create conflicts between bicycles and other path users and...

## STATE ADVOCACY GROUP: THE STREET TRUST

Comparison States	
National (Overall)	Western Region (out of 13)
3. California	1. Washington
4. Massachusetts	2. California
5. Oregon	3. Oregon
6. Colorado	4. Colorado
7. Delaware	5. Utah

Categories	Rank out of 50
Infrastructure & Funding	4
Education & Encouragement	1
Legislation & Enforcement	8
Policies & Programs	12
Evaluation & Planning	1

Bicycle Friendly Actions	✓ = Progress    ✓ = New in 2017
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	✓
2% or more fed funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	2.4% of commuters biking to work <sup>i</sup>	1/50
Safety	2 fatalities per 10k bike commuters <sup>ii</sup>	2/50
Spending	\$2.56 per capita FHWA spending on biking and walking <sup>iii</sup>	21/50

<sup>i</sup> This figure is based upon the Census Bureau’s American Community Survey (ACS) 5-year estimate.


<sup>ii</sup> 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.


<sup>iii</sup> 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.


» Feedback Continued on Page 3





The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

 <b>Infrastructure &amp; Funding</b> Ranked 4 <sup>th</sup> of 50 States	
<b>Design and Existence of Infrastructure</b> Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	<b>36/38 pts</b>
<b>State Transportation Funding</b> Does the state report that funding is allocated to bicycling?	<b>28/28 pts</b>
<b>Use of Federal Transportation Funding</b> Does the state take advantage of available federal funding for biking and walking?	<b>8/16 pts</b>
<b>Planned and Recently Built Bicycle &amp; Pedestrian Facilities</b> How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	<b>10/10 pts</b>
<b>State Transportation Funding Restrictions</b> Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	<b>5/8 pts</b>
<b>Total of Possible 100 Points: 87/100 pts</b>	

 <b>Policies &amp; Programs</b> Ranked 12 <sup>th</sup> of 50 States	
<b>Complete Streets</b> Does the state have a complete streets policy and processes to support its implementation?	<b>34/56 pts</b>
<b>Design and Access Policies</b> Does the state have policies in place to ensure good design and access for people who bike and walk?	<b>24/25 pts</b>
<b>State of Practice Development</b> Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	<b>13/13 pts</b>
<b>Sustainable Transportation Policies</b> Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	<b>4/6 pts</b>
<b>Total of Possible 100 Points: 75/100 pts</b>	

 <b>Education &amp; Encouragement</b> Ranked 1 <sup>st</sup> of 50 States	
<b>State DOT Education &amp; Encouragement Support</b> Does the state DOT support bicycling and walking events and education materials?	<b>35/35 pts</b>
<b>Mode Share</b> Do many people bike to work and is that number increasing relative to other modes?	<b>23/30 pts</b>
<b>Driver Education Requirements</b> Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	<b>10/20 pts</b>
<b>Advocacy</b> Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	<b>15/15 pts</b>
<b>Total of Possible 100 Points: 83/100 pts</b>	

 <b>Evaluation &amp; Planning</b> Ranked 1 <sup>st</sup> of 50 States	
<b>State DOT Bicycle &amp; Pedestrian Plans</b> Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	<b>42/48 pts</b>
<b>Bicycle and Pedestrian Safety</b> Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	<b>32/34 pts</b>
<b>Understanding People who Bike and Walk</b> Does the state have programs in place to collect data on people who walk and bike?	<b>8/10 pts</b>
<b>Formal User Group Engagement</b> Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	<b>8/8 pts</b>
<b>Total of Possible 100 Points: 90/100 pts</b>	

 <b>Legislation &amp; Enforcement</b> Ranked 8 <sup>th</sup> of 50 States	
<b>Laws that regulate driver behavior and methods of enforcement</b> Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	<b>31/37 pts</b>
<b>Laws that restrict the behavior of people who bike and walk</b> How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	<b>11/28 pts</b>
<b>Laws that create protections for people who bike and walk</b> Does the state have laws that provide specific protections for people who bike and walk?	<b>25/25 pts</b>
<b>Laws that influence the built environment</b> Does the state allow speed limits of 20 mph or less?	<b>10/10 pts</b>
<b>Total of Possible 100 Points: 77/100 pts</b>	

**Dig into the data: Robust interactive report + Downloads**

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at [bikingandwalkingbenchmarks.org](http://bikingandwalkingbenchmarks.org).

**U.S. Trips, by Mode of Transportation**

- 41% All Other Modes
- 10% Walking/Bike
- 1% All Other Modes
- 2% Public Transit
- 83% Car, Van, SUV, and RV Trip

**% of kids who walked to school**

- 2007: 11.9%
- 2013: 15.2%



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STATE ADVOCACY GROUP: THE STREET TRUST

## Feedback Points, CONTINUED

### >> Cont'd from Page 1

ignore the quality, safety, topography and connectivity of available bike lanes and paths. The best way to get people to use sidepaths and bike lanes is to make them safe, convenient, and connected so that they are appealing and accessible to people who bike.

Since 2015, Oregon has acknowledged the NACTO Urban Streets and Bikeway Design Guide as part of NACTO's endorsement campaign, a recommendation from the state's report card that year. Now that the guide is endorsed, the Oregon DOT should ensure that there is adequate training for planners, engineers, and work crews on implementing designs contained in the guide.

Consider ways to promote strategic sidewalk and bikeway infill priorities through planning activities, grant programs, or funding programs.



### ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! Over 75% of our funding comes from individuals. Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like *Bicycling Magazine*, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

### WE BELIEVE

Bicycling brings people together. When more people ride bikes:

- » Life is better for everyone;
- » Communities are safer, stronger and better connected;
- » Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

### OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

### OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

>> ADD YOUR MOMENTUM AT [BIKELEAGUE.ORG/JOIN](http://BIKELEAGUE.ORG/JOIN)

### SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact [education@bikeleague.org](mailto:education@bikeleague.org).

Visit [bikeleague.org/ridesmart](http://bikeleague.org/ridesmart) to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.