



BICYCLE FRIENDLY STATE REPORT CARD



29% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:
THE STREET TRUST

OREGON

#2 NATIONAL RANK (OF 50)

#1 REGIONAL RANK (OF 13)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A	
	Infrastructure & Funding						Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	Education & Encouragement						Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	Traffic Laws & Practices						Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	Policies & Programs						Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	Evaluation & Planning						Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

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.

In 2019, 19.4 % of traffic deaths in Oregon were people outside of vehicles. Under the Bipartisan Infrastructure Law, any state where people outside vehicles make up 15% or more of traffic deaths is required to spend 15% or more of Highway Safety Improvement Program funds on projects to improve nonmotorized user safety. Oregon should prepare to implement this requirement and use the required Vulnerable Road User Safety Assessment to engage its district offices, localities, and other partners.

As in the United States as a nation, transportation is the largest source of greenhouse gas emissions in Oregon. Executive Order 20-04, signed in 2020, directs the state to reduce greenhouse gas emissions by 45% from 1990 levels by 2035. Increasing investments to encourage non-emitting modes of transportation like biking and walking, and reducing or increasing scrutiny of projects to increase motor vehicle capacity will be key to achieving reductions in greenhouse gas emissions.

Oregon led the United States with its 1971 Bike Bill that codified the need to consider people biking and walking in projects and set a minimum level of funding. In 2021, an update to that bill was proposed on its 50th anniversary, but it did not get out of committee. Oregon should update its law to show leadership once again and respond to modern needs.

It is great to see that the Oregon DOT has formed a new Social Equity Division and Climate Office to improve equity outcomes and support Governor Brown's Executive Order on Climate Change.

The Oregon DOT has had several high-profile opportunities for cultural changes at the agency, such as ongoing clashes over expanding I-5 through downtown Portland. As a national leader in bicycling and walking, how the Oregon DOT and other partners navigate these changes can have national impacts. The League hopes to see positive cultural changes that embrace equity, communities, and active transportation gain momentum moving forward.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	Yes
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	Yes
2% or more federal funds on bike/ped	Yes
Bicycle Safety Emphasis Area	Yes

Federal Data on Biking	Rank
Ridership 1.98% of commuters biking to work	1/50
Safety 1.7 fatalities per 10K bike commuters	1/50
Spending \$3.30 per capita FHWA spending on biking and walking	21/50

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
[BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey—with over 100 data points—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.