

ODOT Transportation Funding Needs Analysis

On-Road Bicycle and Pedestrian Network

Total Annual Funding Gap: \$115 million

Oregon’s walking and biking network is incomplete. Within communities, sidewalks may be located on only one side of the street or missing altogether. Bike lanes exist on some roads but are rarely continuous in a way that enables someone to bike in a bike lane from origin to destination. Safety risks increase when people are forced to walk or bike on the street without protected facilities. Biking and walking are often the only option for people to reach critical services. With current funding levels it will take over 150 years to complete the biking and walking system along ODOT’s roadways. An additional \$115 million per year would dramatically shorten that timeframe, allowing for completion of the network in around 30 years. This kind of transformative investment would encourage Oregonians to make safer, healthier, and more environmentally-friendly travel choices, reducing emissions and congestion.

On-Road Bike/Ped Additional Need per year	\$115,000,000
Sidewalks	\$52,000,000
Bicycle Facilities	\$63,000,000

ODOT’s Pedestrian and Bicycle Program key performance measure report states that 42% of state-owned roads in an urban context accommodate people walking and bicycling in some way. Current investment for safe walking and biking facilities like sidewalks and bicycle lanes on state-owned roads is estimated at \$15M annually. This amount was determined by averaging annual revenue projections for the next 30 years.

Sidewalks (\$52 million annually)

To complete the pedestrian network on state-owned roads in around 30 years (29), it will take an additional annual investment of around \$52M above current investment level (\$7.5M annually). The additional funding is needed to help build out 1,775 miles of missing or substandard sidewalks at approximately \$974,000 per mile. This information comes from the Active Transportation Needs Inventory ([ATNI](#)) and [ODOT asset management data system](#) which highlights sidewalk gaps on state-owned roads. This additional investment would first build out projects that are near essential destinations, projects mentioned in a Transportation System Plan, and projects that have a high level of traffic stress and high crash risk factors. Prioritized locations include transit stops and other existing conditions. Finally, projects are prioritized in areas with poor health outcomes, low-income households, and other factors.

Bicycle Facilities (\$63 million annually)

To complete the bicycle network on state-owned roads to around 30 years (34), it will take an additional annual investment of around \$63M above current investment levels (\$7.5M annually). These investments are needed to build out 861 miles of missing state route bicycle infrastructure within urban boundaries at approximately \$1M per mile and upgrading 3,116 miles of existing bicycle infrastructure to current design standards at approximately \$500,000 per mile. This information comes from ODOT's asset management data system and the Active Transportation Needs Inventory ([ATNI](#)) which highlights bicycle gaps on state-owned roads and helps prioritize investments using the same factors listed above for sidewalks.