



2025-2026 IMPACT REPORT



The Street Trust advocates for safe, complete, multimodal transportation options, contributing to equity in access, opportunity, health, and prosperity for people in our region and beyond.

DEAR TST COMMUNITY,

This past year has been difficult for getting around in Oregon. **Safe Routes to School projects have been defunded, transit service across the state is being drastically reduced, and families are being forced to spend more and more on driving as the cost of fuel and insurance skyrocket.** And yet, Oregon has one of the largest funding shortfalls for road maintenance in the nation.

The Street Trust fought for a funding package in the 2025 legislative session that would have made historic investments in safe streets and multimodal alternatives. We came very close to winning it, but in the end, growing division and anti-tax sentiment meant nothing got passed.

That's why we are more determined than ever to come back in January for the long legislative session and pass a transportation package that does more than just NAME safety, biking, walking, and rolling as top priorities. We're bringing back the only professional lobbyist in Salem solely focused on safety and non-drivers. We're already working with lawmakers, and through the Oregon Micromobility Network, we're crafting sensible regulations to make e-bikes safer and more accessible.

With your help, we can be even better positioned to fully fund bus stops, sidewalks, and bike lanes, and most importantly, save lives from traffic violence. At a time when families are finding themselves with fewer alternatives to driving, your gift will fuel the fight to give Oregonians transportation options — both through our advocacy and programs like Ride2Own and Safe Routes to School.

But we are only as strong as the support we get from our community. **Please join us in the fight to make sure everyone can reach school, jobs, healthcare, and friends today. Thank you!**



LINDSAY HUBER

INTERIM EXECUTIVE DIRECTOR



THOMAS LE NGO

BOARD CHAIR

WE'RE PROVIDING SAFE, FUN, ACCESSIBLE

ALTERNATIVES TO DRIVING

Our Ride2Own program helps people from underserved neighborhoods ride their way to owning their own electric bikes at zero cost.

We've provided 115 e-bikes along with all the essential gear including helmets and locks, as well as free tune-ups, safety education, and group rides.



eBike program

Riders record their trips and experiences, so we can show the impact this small investment in an alternative to driving has on people's everyday lives. As one of the riders told us about their e-bike, it **"has saved me from what otherwise would have been excruciating trips to places since we lost our car... I actually haven't even been interested in getting another car."**



115 E-BIKES ON THE STREET



137,375 MILES TRAVELED



OVER 9 TONS OF CO2 REDUCTION



COMMUNITY TRAVEL OPTIONS

Our Community Travel Options program encompasses our work to encourage more people to reduce drive-alone trips and promote walking, biking, rolling, and transit. By meeting the community where they are — at farmer's markets, cultural events, and workplaces — **our team is sharing critical safety information and resources, empowering people to depend less on car travel.**



WEBIKE



With our WeBike program, we create a safe, welcoming space in biking for trans people of all genders, gender non-conforming people, Two Spirit, and women at a time when these spaces and communities are increasingly under attack.



In the past year, WeBike hosted over 100 people at events including:

-  Fix-a-Flat Clinic
-  Pumpkin Patch Ride
-  Pride Ride
-  Bike Camping Clinic
-  Overnight Bike Trip to L.L. Stub Stewart State Park



OREGON MICROMOBILITY NETWORK

The past few years have seen dramatic growth in the sale and use of powered micromobility devices, e-bikes, and e-scooters. The Oregon Micromobility Network, a sponsored project of The Street Trust, brings together policy experts, planners, service providers, researchers and community leaders to **shape safe, sustainable, and accessible micromobility statewide and build a sensible regulatory framework for its future.**

2026'S NEW MICROMOBILITY LAW

The Street Trust and Oregon Micromobility Network secured an important win in 2026 by helping craft and pass a foundational micromobility bill, HB 4007. It put into place much-needed regulation that ensures e-bikes and micromobility devices can be used safely and with greater consistency across Oregon:

-  Creates offenses of improper sale or lease of a vehicle and selling imposter bikes (devices capable of exceeding the max speed for e-bikes).
-  Requires all riders under 16 years old to wear a safety helmet and that they must be age 14 or older to use a class 1 e-bike or e-scooter.
-  Requires batteries be certified by a properly accredited testing laboratory.

WE'RE CREATING CONNECTIONS & BUILDING EXPERTISE AT THE OREGON ACTIVE TRANSPORTATION SUMMIT

Government practitioners, private sector experts, and community advocates come to our Oregon Active Transportation Summit to have critical conversations about the future of transportation. This annual event provides a platform to share best practices, tackle challenges, and explore strategies that drive safety, equity, and community mobility.

In partnership with the Transportation Research and Education Center at Portland State University, we convened more than 300 professionals this year to learn from experts like Amy Rynell of Chicago's Active Transportation Alliance.



3 DAYS



41 SESSIONS



303 ATTENDEES





BICYCLISTS, PEDESTRIANS, TRANSIT, & SAFE ROUTES

With cities and counties, transit agencies, freight providers, and advocates like you, The Street Trust fought over 6 months of 2025 for a transportation funding package that would put people who walk, bike, roll, and depend on transit first.

Your support made a huge impact by funding the only lobbyist in Salem dedicated to securing money for Safe Routes to School, Great Streets, Community Paths, and public transit. **We sent over 500 petitions demanding politicians fund safety first, mobilized testimony from experts and non-drivers, and strengthened our relationships with key decision-makers to get the right transportation package over the finish line.**

The bill, HB 2025, would have made history by finally investing significantly and strategically in safe, complete streets. But in the face of a growing budget crisis and inflation, the package ultimately wasn't passed.

The Street Trust is already preparing for 2027's long legislative session by **connecting with networks across the state, collecting on-the-ground stories and statistics, and maintaining a strong presence in Salem.**

 **We trained 28 Oregon candidates in our nonpartisan “Transportation 101” School, covering public health, climate emissions, equity, and the high return of multimodal investments.**



SAFE ROUTES TO SCHOOL

Safe Routes to School, or SRTS, makes walking, rolling, and biking to school safe and accessible for students across Oregon through investments in crossings, sidewalks, bike lanes, flashing beacons, and programming within a two-mile radius of schools.

Beyond reducing traffic congestion and air pollution, active transportation options like bike buses help kids arrive to school energized and better connected with peers — increasing health, academic performance, and independence. The Street Trust coordinates the program for schools across the Portland area and employs one of Clackamas County's Safe Routes to School coordinators.



WALK+ROLL TO SCHOOL DAY



Last school year we supported more than 587 schools across Oregon with 6 Walk+Roll events, including the brand new Dolores Huerta Day. These fun events encourage and celebrate students who bike, walk, and roll to school.

Since 2024, Oregon has had the highest participation rate in the country for International Walk+Roll to School Day.



WE'RE HELPING PREVENT DEADLY TRAFFIC VIOLENCE

487 people died on Oregon roads in 2025. **From 2021 to 2025, serious injury crashes increased by almost 50%.** Behind every one of these statistics is inestimable loss and trauma, and every one is preventable.



One way we're fighting back is by **providing Oregon Friendly Driver classes, an interactive curriculum that educates drivers on the how to safely share the road with bikes and pedestrians.** The Street Trust reached over 200 people with these lifesaving lessons in the past year — from students to bus drivers.

THE 2026 REACH TRAFFIC REPORT

Racial inequity is an under-investigated factor in traffic violence. This year we partnered with the Racial and Ethnic Approaches to Community Health (REACH) team of Multnomah County to update the REACH Traffic Safety Report first published in 2021.

The report helps identify and quantify **the unique traffic safety and health challenges experienced by Black residents** who disproportionately live in high-crash corridors. It also provides recommendations to bring about real policy and systems change.

Some of its key findings:

⚠️ From 2020 to 2024, Black people continued to experience **the highest rate of traffic deaths** in Multnomah County.

📊 The compounding effects of racism in policing, public transportation, and public space **limit freedom of movement and contribute to poor health outcomes.**



2025-26 BY THE NUMBERS...



1 STUDENT POSTER CONTEST



6 WALK AUDITS



10 CLINICS



11 WALK+ROLL EVENTS

THANK YOU TO OUR LEADERSHIP SUPPORTERS:



DERO
A PLAYCORE Company



KITTELSON
& ASSOCIATES



PBOT
PORTLAND BUREAU OF TRANSPORTATION



Portland City
Councilor
Olivia Clark



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COMMUNITY BENEFITS
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