Oregon

REGIONAL RANKING >> WEST #3

GOVERNOR: Kate Brown
DOT COMMISSIONER: Matthew Garrett
BICYCLE/PEDESTRIAN COORDINATOR: Sheila Lyons
STATE ADVOCACY GROUP: Bicycle Transportation Alliance

CATEGORY SCORES

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
<th>Scoring: 5 = High</th>
<th>1 = Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>Legislation and Enforcement</td>
<td>4</td>
<td>5</td>
<td>1</td>
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<tr>
<td>Policies and Programs</td>
<td>4</td>
<td>5</td>
<td>1</td>
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<tr>
<td>Infrastructure and Funding</td>
<td>3</td>
<td>5</td>
<td>1</td>
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<tr>
<td>Education and Encouragement</td>
<td>3</td>
<td>5</td>
<td>1</td>
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<tr>
<td>Evaluation and Planning</td>
<td>2</td>
<td>5</td>
<td>1</td>
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</tbody>
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TOP 10 SIGNS OF SUCCESS

1% OR MORE OF PEOPLE COMMUTING BY BIKE
SAFE PASSING LAW (3 FEET OR GREATER)
COMPLETE STREETS POLICY
DEDICATED STATE FUNDING
ACTIVE STATE ADVOCACY GROUP
STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)
SHARE THE ROAD CAMPAIGN
VULNERABLE ROAD USER LAW
BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN
2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

OVERALL POINTS

54 of 100

2014: 55 of 100

FEEDBACK

- Repeal the state’s mandatory bike lane law. These types of laws ignore the quality and safety of available bike lanes.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets/Bike Accommodation Policy compliance.
- Publicly disclose compliance with Oregon’s landmark Bicycle Bill, ORS 366.514, on every highway, road or street being constructed, reconstructed or relocated.
- Update your state bicycle master plan. The plan update should evaluate and build on the previous bicycle master plan, and reflect changes in bicycle user needs.
- Adopt a comprehensive Vision Zero policy to help Oregon reduce crashes, injuries, and fatalities.
- Increase the amount of state funding dedicated to bicycle and pedestrian projects from 1% of state transportation trust funds to at least 2%.
- Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions.
- Officially endorse the NACTO Urban Streets and Bikeway Design Guide, incorporate its designs into state engineering and design manuals, and encourage its use on the state highway network in urban areas, including collector and arterial roadways.
- Adopt performance measures to decrease bicycle fatalities.
- Consider ways to promote strategic sidewalk and bikeway infill priorities through planning activities grant programs, or funding programs.