



# Oregon

# RANKING # 6

## REGIONAL RANKING » WEST #3

GOVERNOR: Kate Brown

DOT COMMISSIONER: Matthew Garrett

BICYCLE/PEDESTRIAN COORDINATOR: Sheila Lyons

STATE ADVOCACY GROUP: Bicycle Transportation Alliance

## CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

4	LEGISLATION AND ENFORCEMENT	
4	POLICIES AND PROGRAMS	
3	INFRASTRUCTURE AND FUNDING	⏏
3	EDUCATION AND ENCOURAGEMENT	⏏
2	EVALUATION AND PLANNING	⏏

## TOP 10 SIGNS OF SUCCESS

= NEW IN 2015

	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.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit [www.bikeleague.org/states](http://www.bikeleague.org/states) or contact Ken McLeod at (202)-822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).