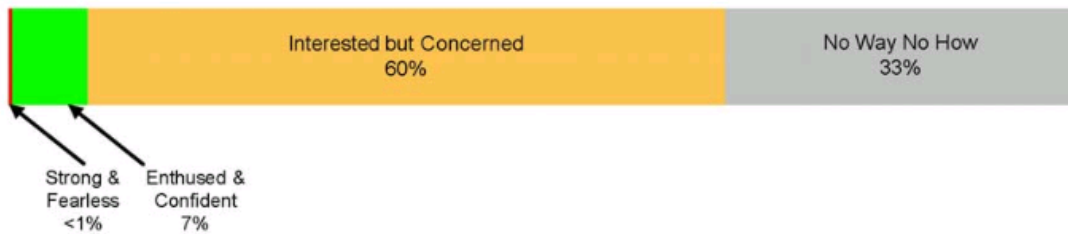


The Oregon Legislature, ODOT, and local governments, despite decades of effort, have yet to succeed in making a multi-modal transportation system. It is not surprising. The networks for cycling and walking are incomplete, in poor repair, and don't serve major destinations. It is essential to build-out the cycling and pedestrian networks – as a first priority not as an afterthought.

Portland (at least as viewed from this end of the State) has a well connected and largely complete bicycle and pedestrian network. There bicycle commuters account for more than six percent of all work trips. That compares to the dismal statistics in Medford where bicycle mode share is less than one percent (see [source](#)).

Funding and construction to complete the urban and metropolitan bicycle and pedestrian system is essential to realize the potential that these modes can achieve. As it is now, and based upon a survey of Portland cyclists (see below), 99 percent of bicycles sit unused due to their owners' concerns about the safety of the urban and metropolitan streets and highways.

Four Types of Transportation Cyclists in Portland By Proportion of Population



Source: Four Types of Cyclists, R. Geller, Portland Office of Transportation (<https://www.portlandoregon.gov/transportation/article/264746>)

That is ridiculous. The transportation must be retrofitted to make all roads and highways safe for all modes of travel. This should be the legislature's top transportation priority. That is, until the bicycle and pedestrian system is complete, interconnected, and optimized for safety. Further, every pavement maintenance project undertaken with urban and metropolitan areas should include bicycle and pedestrian facility retrofits. It is only through this policy approach can the legislature hope to achieve its related goals concerning health, climate, carbon, congestion, and transportation efficiency.

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