

Have you read When Driving is Not an Option by Anna Zivarts? If you haven't you should. Approximately 30 percent of Oregonians don't drive, have aged out of driving, can't legally drive, or can't afford to own a car. I ask you, how is the transportation package going to meet their needs.

The legislature must design a transportation package that meets the needs of all Oregonians. That will require ODOT and local governments to transform the auto-centric transportation system to one that supports (in fact, promotes) walking, bicycling, rolling and the use of transit. After decades of championing multi-modal transportation, its time ODOT and local governments delivered.

Please require ODOT and local governments to create "complete streets" anytime they undertake a pavement management project. Currently, ODOT and most local governments don't take advantage of the opportunity to create complete streets when they undertake pavement management projects. Many times, at least in urban areas, the travel lane could be narrowed to 10 feet leaving enough room for protected bike lanes. Extensive research has shown that protected bike lanes increase safety for all road users.

ODOT and local governments must be directed to build sidewalks along arterial and collector streets, where they are missing in urban areas, coincident with pavement management projects. Currently, only access ramps are constructed. It is shameful for ODOT and local governments to build access ramps and, at the same time, leave gaps in nearby sidewalks.

Finally, please amend ORS 810.180 as shown below.

ORS 810.180 (new text is in **bold**)

11)

A city may establish by ordinance a designated speed for a highway under the jurisdiction of the city that is five miles per hour lower than the statutory speed. The following apply to the authority granted under this subsection:

a) **In cities not located within a metropolitan area:**

i) The highway is located in a residence district

ii) The highway is not an arterial highway

iii) The city shall post a sign giving notice of the designated speed at each end of the portion of highway where the designated speed is imposed and at such other places on the highway as may be necessary to inform the public. The designated speed shall be effective when signs giving notice of the designated speed are posted.

**b) In cities located within a metropolitan area:**

**i) The city shall have adopted a Vision Zero Resolution,**

**ii) The city shall post a sign giving notice of the designated speed at each end of the portion of highway where the designated speed is imposed and at such other places on the highway as may be necessary to inform the public. The designated speed shall be effective when signs giving notice of the designated speed are posted.**

It has been demonstrated, in Portland and beyond, that reducing the posted speed by five miles per hour saves lives, promotes biking and walking and has little impact on travel time. The above amendment would allow more communities to enjoy the benefits of reduced speeds.

Thank you,  
Gary Shaff  
Ashland