



April 14, 2006

Mr. Jason Tell, Director  
Oregon Department of Transportation, Region 1  
123 NW Flanders  
Portland, Oregon 97202

Dear Jason:

The Bicycle Transportation Alliance (BTA) appreciates the opportunity to comment on the draft STIP list. The BTA is a statewide 501(c)(3) organization with over 4,000 members that represents the interests of Oregon's bicyclists and bicycle industry.

The BTA is working to decrease congestion on our roadways, reduce the overall cost of the transportation system, and improve the economy by increasing access for bicycles and all alternative modes to driving. We believe that our goals align with those at ODOT.

This letter provides comments that would help meet these goals through building collaborative relationships with communities statewide.

**Collaborate with Regional and Local Partners to Develop STIP Criteria and Lists**

We are strongly encouraged by ODOT's commitment to work with regional and local partners on the STIP development process. However we believe that ODOT can continue to improve its commitment to funding highway and local state-road projects that are priorities for local economic and distribution needs of Metro, and cities and towns throughout Region 1 and Oregon. We strongly urge ODOT to consider funding projects that are clear priorities for local economic and transportation needs.

**Support Local Economic Development by creating a STA Implementation Line Item**

The BTA believes that ODOT should support local economic development by providing funding programs to support the development of main streets, town centers, and regional city centers as laid out in the Oregon Transportation Plan, Transportation Planning Rule, Metro's Framework Plan, and which is consistent with many of the needs of smaller communities throughout Oregon. In order to do this, we believe that ODOT should solicit and provide a clear source of funding for STA Implementation.

### **Continue Funding of the Preservation Project Pedestrian/Bike Supplement**

ODOT has missed opportunities to add sidewalk and bicycle facilities when completing preservation projects. Sidewalks for pedestrians and major street crossings for both bicyclists and pedestrians are critical to safe operation; one major intersection without proper treatment creates an un-crossable barrier for bicyclists, a dead-end on the highway. This fund provides an opportunity to make these connections.

The BTA is seeking to use this fund in a fresh way. We are now focusing our bicycle facilities advocacy on lower-traffic streets. As more and more cyclists begin to ride on low-traffic streets, major state routes become a larger and larger burden to cross. The BTA sees this program as funding safe and convenient crossing treatments of state facilities at the intersection with lower traffic bicycle routes.

Pedestrian and bicycle treatments vary in price, ranging between \$25,000 to \$300,000 per intersection and up to \$500,000 per mile of sidewalk. The BTA is already working with ODOT to identify the essential sidewalk and facility crossing gaps. The currently programmed \$1 million will be allocated rapidly, only scratching the surface of needs created by major highway barriers.

We look forward to continuing our work with ODOT and hope that together we can continue to provide access, economic development opportunities, and ease congestion for Region 1 and the state.

Sincerely,

Scott Bricker, Policy Director  
Bicycle Transportation Alliance