

“Livable Streets Day of Action” Asks:

- Implement a “safety first” policy: prioritize funding of safety improvements on facilities where safety metrics are not met.
- Adopt and implement Vision Zero road safety principles at the state level (ODOT).
- Fully fund active transportation according to the Oregon Bicycle and Pedestrian Plan’s “Scenario 4” (\$100 million per year).
- Formally allow local governments to independently set lower speed limits and use automated speed cameras on all roads that do not meet safety standards.
- Dedicate a percentage of STIP and Oregon Connect funding specifically to bicycle and pedestrian safety improvements.
- Transfer ODOT-managed urban roadways to local jurisdictions and provide funding to bring them up to local safety standards.

Justifications:

- Safety
 - The traffic fatality rate for all road users has increased to crisis levels.
 - Active transportation improvements help make roads safer for all modes.
- Equity
 - Many safety and active transportation deficits are concentrated in socioeconomically-deprived areas.
- Livability
 - Supporting and encouraging active transportation is an effective and affordable way to decrease road congestion.
 - Supporting and encouraging active transportation is an effective and affordable path to reducing greenhouse gas emissions and air pollution.
- Economic
 - Active transportation-associated businesses and industries are a fast-growing economic sector in Oregon.
 - Investment in active transportation-related tourism generates a strong economic benefit to rural areas.
 - Spending put toward active transportation keeps more money in local communities than spending put toward automotive transit.