

March 13, 2006

Rolland Arney
Oregon Department of Transportation
123 NW Flanders Street
Portland, Oregon 97209

Dear Rolland:

Thank you for sending the proposed administrative rule change regarding bicycling on Portland area highways. The Bicycle Transportation Alliance (BTA) is a non-profit organization with 4,000 members in the Portland metro area. We work to improve the conditions for all cyclists and the bicycling industry.

The BTA has worked hard to ensure that bicyclists have equal rights and responsibilities on Oregon's roadways. Unfortunately, there are many places where bicyclists have limited or no accommodations and therefore need access to the complete network of transportation facilities.

I would like to express an initial concern of the proposed OAR amendment. We recognize that very few people use these urban freeways as primary bicycle travel routes, however they are used in certain important cases. Access to these facilities is important to a small group of cyclists that use short stretches of freeway when convenient.

The proposed OAR does not improve a safety problem – there is no record of bicycle car collisions; the proposed OAR provides no favorable alternatives. In fact the proposed alternatives are often inconvenient and may be more dangerous than using the freeway for a short distance.

We do not completely comprehend the impetus for the proposal. We feel that the level of use and lack of documented safety concerns are disconnected from prohibiting bicyclists, for whatever reason, to occasionally use these routes.

I appreciate you reviewing my comments and would like to be kept of abreast of further developments and public forums where this will be discussed.

Sincerely,

Scott Bricker
Policy Director