



## **2009 Legislative Agenda**

During the 2009 session of the Oregon State Legislature, the BTA will be working with legislators, local governments and other advocates to pursue improvements and refinements to Oregon laws, described in brief below.

As the legislative session moves along we may ask you to send an email or make a phone call in support of one of these laws - your support is crucial!

### **Funding for Non-Motorized Transportation Corridors**

Separate non-motorized transportation corridors make up the backbone of a complete bike network. Funding for the development of these corridors would increase cycling and reduce congestion and air pollution. The Governor's Jobs and Transportation Act (JTA) increases the required spending on bicycle facilities from 1% to 1.5% and transfers \$44 million of flexible federal transportation dollars from road building to multi-modal transportation. We will be working to increase the required spending amount and get as much of the flexible dollars as possible to go to bicycle facilities.

In addition, we will be working with various stakeholder groups to pass a bill that would dedicate lottery funds to non-motorized transportation corridors. The program would be modeled after the successful Connect Oregon program that funds air, marine, rail, and transit projects.

### **Vehicular Homicide**

A person who causes the death of another person when operating a vehicle with a suspended license or no license at all, without insurance, or when impaired could be found guilty of Vehicular Homicide, which is a Class C felony. (Download the BTA's proposed language [here](#) [80 kb PDF]).

### **Idaho Stop Law**

The BTA is seeking a change in Oregon law that would allow bicyclists to treat stop signs as yield signs, slowing down and safely rolling through if they can see that no other auto, bike or pedestrian traffic is approaching. In 1982, the Idaho legislature passed a nearly identical law, and since then Idaho has experienced no increase in bicycle crashes. Idaho is the only state with this law, but several other states, including California and Montana, are considering it.

The Idaho Stop law would make it much easier for bicyclists to avoid large streets with high auto traffic by biking on quiet residential streets, which often have stop signs placed at every-other intersection. Today, most bicyclists in Oregon towns and cities are forced

to choose between slow, time-consuming, but quiet and safe streets; and fast, efficient, but more dangerous and stressful roads. Read more about this proposal [here](#).

### **School Siting**

Current law does not require school districts to consider transportation costs when deciding on locations for new facilities. This promotes the idea that siting schools away from population concentrations is more cost effective than locating them within communities. The decision to locate a school on the edge of a community increases the reliance on costly busing or parents having to drive their children to school. Locating schools within communities creates a community asset that is accessible to more of the population, increases walking and biking to school, and reduces the environmental damage caused by motorized vehicles. The BTA will be working with the [Center for Innovative School Facilities](#) to address laws that will change this situation.

### **Drivers' Education**

Recognizing that driver education and training is insufficient at the time of licensing and nonexistent at the time of renewal, the BTA is seeking a change in statute that would require an undetermined amount of behind the wheel training by a certified trainer. At renewal, drivers would be required to pass a multi-question test on line or at a DMV office in order to refresh their understanding of existing laws and inform them of changes to the law.

### **Crash Reports**

Minor changes to the current Oregon Traffic Accident and Insurance Report form would clarify reporting requirements for bicyclists and encourage bicyclists and pedestrians to file reports when they have been involved in a crash. Increased reporting will assist law enforcement and traffic engineers in identifying dangerous locations and behaviors, and in developing solutions.

**Comments or questions?** Contact BTA Government Affairs and Public Relations Director Karl Rohde, (503) 226-0676 x12, [karl@bta4bikes.org](mailto:karl@bta4bikes.org).