

Oregon should shift the balance of road infrastructure spending from cars towards cycling/walking for multiple reasons:

- * The dedicated 1% currently allocated to cycling and walking features is too low considering the number of people who do or would take advantage of these features.
- * Considering the relatively low cost of cycling/walking paths, Oregon gets much more for each buck from cycling/walking than from putting more funds into road construction.
- * Climate change issues are pushing us to reduce car usage and increase active mobility and transit use.
- * Safety is a big problem on many of our roads. The additional 4% can make a big difference in reducing pedestrian and cycling injuries and deaths.
- * Trucks and transit both benefit from safety improvements on high-usage routes, where walkers and bicyclists are physically separated from other traffic.
- * Bicycle tourism is already a significant contributor to the economies of many Oregon counties. Relatively small investments spread around the state can further attract cycling enthusiasts to many Oregon communities.