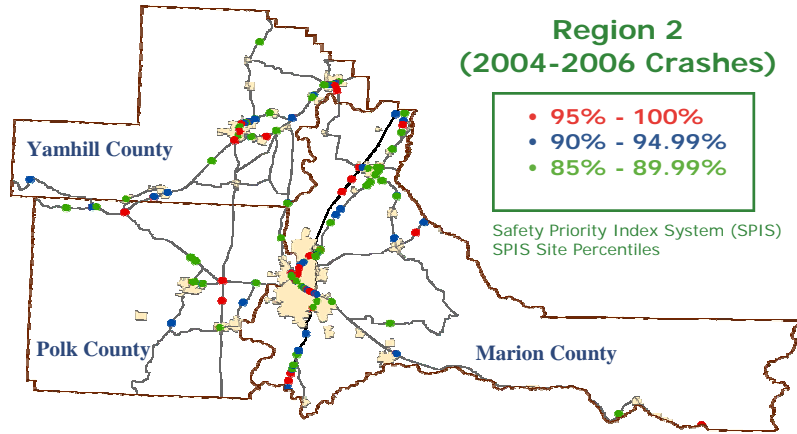


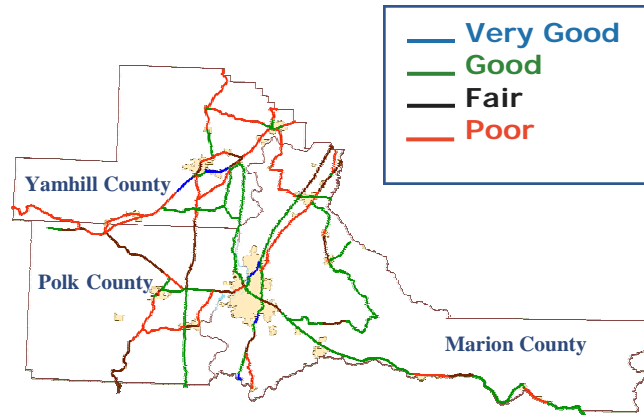
# Safety



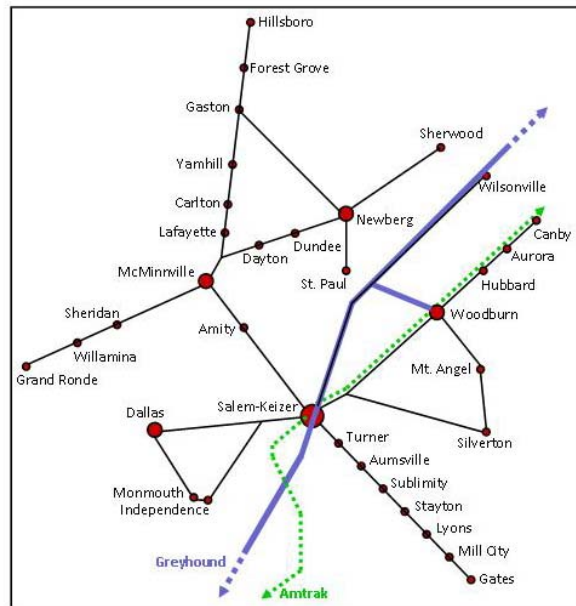
Safety of the area's roads is vital to ensure the livability of the area, the ability of goods and people to move around and through the area, and to decrease the number of hours of delay. MWACT has placed an emphasis on the safe operation of the area's transportation system. Several safety studies have resulted in a number of projects endorsed by MWACT. These include the installation of median rumble strips on Highway 18, median barriers on Highway 22, and building interchanges at Rickreall and Stayton/Sublimity. But as shown on the map, there are still areas where collisions occur with some frequency, thus requiring additional effort to address them.

# Pavement

One measure of how far the maintenance of the area's infrastructure has been deferred is to consider the pavement quality of the area's highways. In 2006, 55 percent of the highways were rated "fair" or "poor" and just over 41 percent of the remainder were rated "good." As the rating of the road falls, the necessity to conduct expensive reconstruction, instead of repairs, increases. The infrastructure is slowly being degraded by use, weather, and lack of maintenance.



# Transit



At first glance, it seems the region is well served by public transit. The majority of the towns have a connection to at least one other town. It is when you scratch the surface that the limitations begin to show. Many of the routes are in operation only for a limited time during the day, often providing a last run by 6:00 p.m. Some are limited by directionality: service is toward the major city with inconvenient service in the opposite direction. Is the region connected? Yes. Is the degree of mobility provided sufficient to allow people to choose this as an option for the majority of their trips? Not really, at least not without sacrifices or a level of inconvenience.





