

I urge you to support SB395, a long-overdue update of Oregon's famed Bicycle Bill. As we emerge from the pandemic, we are at a pivotal moment when people are re-examining how they live their lives, and what the "new normal" will be. Many people have shown that they are interested in adopting active transportation as part of their lives, but many don't feel safe walking or bicycling on Oregon's streets.

When I first moved to Oregon in 1988, I was impressed by the many bike lanes and bike paths that made it easy for me to travel by bike to work, shopping and social activities. The Bike Bill was responsible for many of these facilities having been built, and it has served us well. But if we want to make active transportation a realistic option not only for experienced, confident bicyclists like me, but for ordinary people, from children to families to seniors, we need newer and safer infrastructure—and the existing Bike Bill is just not up to the task of meeting these new needs.

SB 395 would help bring active transportation into the 21st Century by increasing the share of State Highway Funds allocated for bicycling and walking from 1% to 5%—a very small amount, considering that here in Eugene, our adopted goal is for walking and bicycling to represent at least 1/3 of all trips by 2035. SB 395 would also expand the range of street improvements for which bike/ped improvements must be included—a common sense approach, since it's when a street is being worked on that new bike/ped improvements are most economical.

By updating and expanding the Bike Bill, we can help ensure that the benefits we've received from the original bike bill—such as a safer and more equitable transportation system, reduced traffic congestion, reduced carbon emissions and a stronger and more sustainable economy—continue into the years to come.

Please support SB 395.

Thank you for your attention, and your service to Oregon.

Sincerely,
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