

Submitter: Samantha Hughes
On Behalf Of:
Committee: Joint Committee On Transportation Reinvestment
Measure, Appointment or Topic: HB2025
House Bill 2025 (Oregon TRIP)

Dear Co-Chairs Gorsek and McLain, and Committee Members,

Thank you for advancing HB 2025. Your commitment to pedestrian safety and supporting local transportation needs directly addresses the daily reality facing communities across Oregon.

I walk through the intersection of SW Taylors Ferry Road and SW 55th Avenue every day. There's no marked crosswalk. I watch families with strollers step into traffic, children navigate around parked cars to get to school, and seniors with mobility devices forced into dangerous situations simply because safe infrastructure doesn't exist.

This isn't unique to my neighborhood. Across Portland and throughout Oregon, residents face the same impossible choice: stay isolated from jobs, schools, and services, or risk their safety crossing streets that weren't designed for people walking.

PBOT acknowledges the need for pedestrian infrastructure on Taylors Ferry Road in their Transportation System Plan, but they've told us directly: this project isn't funded, and they lack discretionary resources. The intersection isn't classified as "high crash" yet—meaning we have to wait for someone to get hurt before action becomes a priority.

This is exactly why Oregon TRIP matters, though I find it troubling that crosswalks are mentioned only once in the current bill language. The federal Highway Safety Administration reports that well-installed "high-visibility crosswalks" can reduce pedestrian injury crashes up to 40%. Given this proven impact, crosswalks deserve much more prominence in our transportation safety investments.

I'm also concerned about the grants process outlined in HB 2025. Grant applications often privilege communities with the most resources and experience navigating bureaucracy, while the neighborhoods that need safety improvements most may lack capacity to compete effectively. We need funding mechanisms that prioritize need over administrative sophistication.

I urge you to strengthen HB 2025 by:

- Significantly expanding crosswalk funding and prioritizing high-visibility crosswalk

installations

- Creating streamlined funding pathways that don't disadvantage under-resourced communities
- Supporting proactive safety improvements based on documented need, not just crash data
- Ensuring local agencies can access funds for projects they've already identified but can't afford

Every day we delay these investments is another day we're telling Oregon families that their safety isn't worth prioritizing. You have the power to change that.

Thank you for your leadership and for listening to the communities you serve.

Sincerely,

Sam Hughes